

APPENDIX S

SCOPING DOCUMENTATION

- S.1 Introduction
- Attachment S-1, Notice of Intent
- Attachment S-2, O'Hare Modernization Program (OMP) Scoping Summary

S.1 INTRODUCTION

NEPA requires in 40 CFR 1501.7 "an early and open process for determining the scope of issues to be addressed and for identifying significant issues related to the proposed action."

Furthermore, FAA Order 5050.4A indicates that a well choreographed scoping period will result in an EIS that is not only refined, but also well focused on pertinent issues. The FAA uses scoping to ensure that the EIS documents and addresses the concerns of both the public as well as other governmental agencies. Chapter 2, Paragraph, 208c. of FAA Order 1050.1E¹ states:

Public input is important in defining the scope of FAA NEPA documents. Public involvement is required when the FAA prepares an EIS (40 CFR 1501.4(d)). Public involvement must be provided for, to the extent practicable, while an EA is being drafted (40 CFR 1501.4(b)). Although there is no standard approach to public scoping, it is important that FAA facilitate public participation in that process as well. Therefore, the FAA should tailor public scoping processes to match the complexity of the proposal.

The first step in the scoping process is to issue a Notice of Intent (NOI).² A copy of this NOI is included as **Attachment S-1**. This notice must be published in the Federal Register, and it is recommended that it be published in local media as well. In adherence to the order, the FAA published the *Notice of Intent to Prepare an Environmental Impact Statement and To Conduct Environmental Scoping for Improvements To the O'Hare International Airport, in Chicago, IL* in the Federal Register on July 17, 2002 and in local newspapers.

Given the complexity of the proposed projects, the FAA conducted a total of four scoping meetings. Two were designed for the general public, and two were designed for other governmental agencies. The comments received from each of the four meetings, as well as material presented at the meetings, were later consolidated into a single volume. This document, *O'Hare Modernization Program Scoping Summary*,³ was prepared by the CCT at the direction of the FAA. The FAA reviewed the document and also provided comments for revision. The City revised the document in December 2002 to incorporate the FAA comments. The December 2002 edition of the OMP Scoping Summary is included as **Attachment S-2**.

¹ FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, June 8, 2004.

² Notice of Intent to prepare an Environmental Impact Statement and to Conduct Environmental Scoping for Improvements to the O'Hare International Airport, in Chicago IL, Federal Register, Vol. 67, No. 137, July 17, 2002.

³ O'Hare Modernization Program, Scoping Summary, City of Chicago, December 2002.

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ATTACHMENT S-1

NOTICE OF INTENT

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are participating countries for purposes of 15 CFR part 2012.

On May 22, 2002, USTR received a request and the necessary supporting information from the government of Australia to be considered as a participating country for purposes of the export certification program. Accordingly, USTR has determined that, effective August 1, 2002, Australia is a participating country for purposes of 15 CFR part 2012. As a result, imports of beef from Australia entered on or after August 1, 2002, will need to be accompanied by an export certificate in order to qualify for the in-quota tariff rate; imports of beef from Australia entered prior to August 1, 2002, will not require an export certificate. In order for the export certificate to be valid, it must satisfy the requirements of 15 CFR part 2012, including being used in the calendar year for which it is in effect.

Robert B. Zoellick,
United States Trade Representative.
[FR Doc. 02-17992 Filed 7-16-02; 8:45 am]
BILLING CODE 3190-01-U

(hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing non-compatible uses and for the prevention of the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the Roanoke Regional Airport Commission. The specific maps under consideration are the noise exposure maps identified as Figure 5-1 (2000 DNL Contours) and Figure 5-2 (2005 DNL Contours) in the submission. The FAA has determined that these maps for the Roanoke Regional Airport are in compliance with applicable requirements. This determination is effective on June 18, 2002. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities

are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 621, Washington, DC 20591.

Federal Aviation Administration, Washington Airports District Office, 23723 Air Freight Lane, Cargo 5 Building—2nd Floor, Dulles, VA 20166. Roanoke Regional Airport Commission, 5202 Aviation Drive, Roanoke, VA 24012.

Questions may be directed to the individual named above under the heading FOR FURTHER INFORMATION CONTACT.

Issued on June 18, 2002 in Jamaica, NY.
Robert B. Mendez,
Manager, Airports Division, Eastern Region.
[FR Doc. 02-18023 Filed 7-16-02; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Revised Noise Exposure Maps Roanoke Regional Airport

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the revised noise exposure maps submitted by the Roanoke Regional Airport Commission for Roanoke Regional Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is June 18, 2002.

FOR FURTHER INFORMATION CONTACT: Maria Stanco, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, NY 11530, (516) 227-3808.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Roanoke Regional Airport are in compliance with applicable requirements of Part 150, effective June 18, 2002.

Under section 103 of the Aviation Safety and Noise Abatement Act of 1979

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Prepare an Environmental Impact Statement and To Conduct Environmental Scoping for Improvements To the O'Hare International Airport, in Chicago, IL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Issuance of A Notice of Intent (NOI) to Prepare an Environmental Impact Statement and to Conduct Public Scoping Meetings.

SUMMARY: This NOI announces the Federal Aviation Administration's (FAA) intention to prepare an Environmental Impact Statement and to conduct public scoping meetings for a number of potential modernization and improvement initiatives at Chicago's O'Hare International Airport. Due both to the anticipated high level of interest in matters pertaining to O'Hare International Airport, and a desire to

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fully accommodate potentially interested persons, agencies, and other entities, the FAA will conduct two (2) agency scoping meetings and two (2) public scoping meetings. The agency scoping meetings will be conducted as follows: Monday, August 19, 2002 from 10 a.m. to 1 p.m. at the Illinois Department of Transportation's (IDOT) Auditorium Conference Room located in the IDOT Offices at 2300 South Dirksen Parkway in Springfield, Illinois; and on Tuesday, August 20, 2002 from 10 a.m. to 1 p.m. in the Metcalfe Federal Building's Lake Ontario Conference Room (12th floor) at 77 West Jackson Boulevard, in Chicago, Illinois. The public scoping meetings will be conducted as follows: Wednesday, August 21, 2002, from 4 p.m. to 8 p.m. in the Fountain Blue Banquets facility located at 2300 South Mannheim Road, in Des Plaines, Illinois; and on Thursday, August 22, 2002, from 4 p.m. to 8 p.m. in the Avalon Banquets facility located at 1905 East Higgins Road, in Elk Grove Village, Illinois.

FOR FURTHER INFORMATION CONTACT:
Michael W. MacMullen, Airports Environmental Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Mr. MacMullen can be contracted by phone at (847) 294-7522 (voice) and at (847) 294-7046 (facsimile).

SUPPLEMENTARY INFORMATION: The FAA has decided to prepare an Environmental Impact Statement (EIS) addressing specific improvements at and adjacent to O'Hare International Airport. As presently conceived, the runway construction component of the O'Hare Modernization Program would involve: a new North Runway 9-27, a relocation of existing Runway 18-36 (Arrival Runway 9R-27L), a relocation of existing Runway 14L-32R (arrival Runway 9L-27R), a relocation of existing Runway 14R-32L (South Runway 9-27), an extension of existing Runway 9R-27L, and an extension of existing Runway 9L-27R. Overall, the proposed project would result in O'Hare International Airport ultimately having a total of eight runways: six parallel east-west runways, and two parallel runways oriented in the northeast-southwest direction. In addition, the O'Hare Modernization Program would also potentially involve relocation of some or all existing navigation aids, placement of new navigation aids, revision to existing air traffic control procedures, provision of a new western access to the Airport, additional terminal facilities, and various roadway

and rail line relocations. Finally, the potential acquisition of approximately 539 housing units, 109 businesses, and 433 acres of property outside of the Airport's present boundaries is also envisioned. The purpose and need for the above-identified improvements will be presented and reviewed in FAA's forthcoming EIS. In addition, reasonable alternatives, including the "no-build," use of other existing/proposed airports, alternative O'Hare configurations, and a different number of O'Hare runways alternatives will all be considered.

Federal, State, local agencies, and other interested parties, are invited to make comments and suggestions in order to ensure that the full range of environmental issues related to the above-identified matters are identified. Copies of a scoping document providing additional detail can be obtained by contacting the FAA informational contact listed above. The FAA informational contact person identified above should also receive any scoping comments and suggestions by no later than close of business on Friday, September 13, 2002.

Dated: Issued in Des Plaines, Illinois on July 5, 2002.

Philip M. Smithmeyer,
Manager, Chicago Airports District Office, Great Lakes Region.

[FR Doc. 02-18014 Filed 7-16-02; 8:45 am]

BILLING CODE 4910-13-M

telephone (202) 833-9339; fax (202) 833-9434; web site <http://222.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 159 meeting. **Note:** Specific working group sessions will be held August 12-15. The plenary agenda will include:

- April 16:
 - Opening Plenary Session (Welcome and Introductory Remarks, Approve Minutes of Previous Meeting)
 - Review Working Group (WG) Progress and Identify Issues for Resolution
 - Global Positioning System (GPS)/3rd Civil Frequency (WG-1)
 - GGPS/Wide Area Augmentation System (WAAS) (WG-2)
 - GPS/GLONASS (WG-2A)
 - GPS/Inertial (WG-2C)
 - GPS/Precision Landing Guidance (WG-4)
 - GPS/Airport Surface Surveillance (WG-5)
 - GPS/Interference (WG-6)
 - SC-159 Ad Hoc
- Review of EUROCAE activities
- Review/Approve revised DO-235, Assessment of Radio Frequency Interface Relevant to the GNSS, RTCA Paper No. 157-02/SC 159-896
- Review/Approve Errata to DO-229C, RTCA Paper No. 082-02/SC159-893.
- Closing Plenary Session (Assignment/Review of Future Work, Other Business, Date and Place of Next Meeting)

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the FOR FURTHER INFORMATION CONTACT section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 11, 2002.

Janice L. Peters,
FAA Special Assistant, RTCA Advisory Committee.

[FR Doc. 02-18012 Filed 7-16-02; 8:45 am]

BILLING CODE 4910-13-M

ATTACHMENT S-2

O'HARE MODERNIZATION PROGRAM SCOPING SUMMARY (PREPARED BY THE CITY OF CHICAGO, DECEMBER 2002)

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DRAFT

Chicago O'Hare International Airport

O'Hare Modernization Program

SCOPING SUMMARY

December, 2002

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Chicago O'Hare International Airport O'Hare Modernization Program Scoping

Executive Summary

A thorough agency and public participation ‘scoping’ process was conducted by the Federal Aviation Administration (FAA) in preparation of the Environmental Impact Statement (EIS) for the O’Hare Modernization Program (OMP) proposed by the City of Chicago. The purpose of scoping was to present the O’Hare Modernization Program and to identify the range of issues to be considered for analysis as part of the EIS process. This Scoping Summary Notebook outlines all scoping activities conducted in support of the OMP EIS process.

Pre-Scoping Coordination

Early-on, both the City of Chicago and the FAA met with Federal, state, and local organizations, elected officials, and the public to initiate an open communication process. Together, nearly 90 briefings and public outreach opportunities were provided. A listing of all briefings including meetings with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, and the Federal Highway Administration are included in this notebook.

Notice of Intent to Prepare an Environmental Impact Statement and Conduct Scoping

The Notice of Intent (NOI) was published in the Federal Register on July 17, 2002 and the legal notices were published in the *Chicago Tribune*, *Chicago Sun-Times*, *Daily Herald* and *Daily Southtown* on July 19, 2002. Copies of the NOI and notices are included in **Section I** of this notebook.

Scoping Distribution List

In total, 486 scoping letters were mailed to invite individuals to attend scoping meetings. In addition, 91 letters were sent to Chicagoland mayors inviting them to an informational meeting that was conducted on August 29, 2002. A complete listing of invitees is included in **Section II** of this notebook. Also, example scoping invitations/letters are included in **Section III** of this notebook.

Scoping Materials

Several informational materials were made available for individuals during the scoping process. At each of the meetings, scoping documents, public handouts, and notices of intent were on hand for participants to learn about the project. Comment forms were made available for individuals

to make comments. The public handouts, comment forms, and select presentation boards were also available in Spanish. All the scoping materials are included in **Section IV** of this notebook.

Agency Scoping

A listing of all attendees and the sign-in sheets (**Section V**) are included in the notebook. Thirteen people signed-in and attended the meeting on August 19th in Springfield and 25 people signed-in and attended the meeting on August 20th in Chicago. Court reporters were available at both agency scoping meetings for individuals to make comments. Transcripts from both meeting are also included in **Section VI** of this notebook.

Public Scoping

A listing of all attendees and the sign-in sheets (**Section V**) are included in the notebook. Forty-nine people attended the meeting on August 21st in Des Plaines and 268 people attended the meeting on August 22nd in Elk Grove Village. Court reporters were available at both public scoping meetings for individuals to make comments. Transcripts from both meetings are also included in **Section VI** of this notebook. Additionally, attendees by community are identified and illustrated with a scoping meeting attendee location map.

Informational Meeting

A listing of all attendees and the sign-in sheets (**Section V**) are included in the notebook. Ninety letters were sent to Chicagoland mayors inviting them to the meeting. Sixteen people attended the meeting. A court reporter was present to record the meeting. The transcript from the meeting is included in **Section VI** of this notebook.

Comments Received

A total of 305 comments were received, of which 93 individuals gave oral testimony, and the remaining 212 comments were in the form of comment forms, letters, and e-mails. The comments were categorized into 14 issue groups: purpose and need (3%), project description (2%), alternatives (9%), aviation forecasts/delays (3%), air quality (13%), noise (14%), safety/security (7%), socioeconomic (13%), other environmental issues (5%), surface transportation (5%), quality of life/health effects (8%), cumulative impacts (1%), agency and public coordination (7%), and other (10% - which includes a variety of miscellaneous topics).

The major concerns expressed were noise (14%), air quality (13%), socioeconomic (13%), alternatives (9%), and quality of life/health effects (8%).

Comments Received from Agencies, Organizations, and Communities

- Federal, state, and local agencies

Nine Federal, state, and local agencies commented on the O'Hare Modernization Program. They included:

U.S. Environmental Protection Agency
U.S. Department of Interior, Fish and Wildlife Service
Federal Highway Administration
Illinois Department of Transportation
Illinois Environmental Protection Agency
DuPage County Department of Development and Environmental Concerns
Will County Planning Department
Metropolitan Water Reclamation District of Greater Chicago
Regional Transportation Authority

- Elected Officials

James Johnson on behalf of Congressman Henry Hyde and Joseph Karaganis, representing Senate President Pate Philip made comments on the O'Hare Modernization Program.

- Organizations/Associations

Sixteen organizations and associations commented on the O'Hare Modernization Program. They included:

Park Ridge Airport Advisory Council
Northwest & Schaumburg Association of Commerce and Industry
Inter City Rail
Illinois Rail
National Air Traffic Controllers Association
Midwest High Speed Rail Coalition
Union Pacific Railroad
Environmental Law & Policy Center
Greater O'Hare Association
World Business Chicago
Chicagoland Chamber of Commerce
Bensenville Park District
Elk Grove Township Schools
O'Hare Noise Compatibility Commission
Suburban O'Hare Commission
Alliance of Residents Concerning O'Hare, Inc.

- Communities

Nine communities commented on the O'Hare Modernization Program. They include:

Village of Northbrook
Village of Berkeley
City of Bensenville
Elk Grove Village
Village of Arlington Heights
Franklin Park
City of Northlake
City of Park Ridge
Village of Bensenville, Elk Grove, and Park Ridge (as represented by Shaw Pittman LLP, Sandy Murdock, and Karaganis & White, Ltd., Joseph Karaganis)

**O'HARE MODERNIZATION PROGRAM (OMP)
SCOPING SUMMARY**

To facilitate early and open communication during development of the City of Chicago's proposed O'Hare Modernization Program (OMP) and preparation of the Federal Aviation Administration's (FAA) Environmental Impact Statement (EIS), a thorough agency and public 'scoping' participation process was conducted. The guidelines for conducting scoping are contained within the CEQ Regulations, 40 C.F.R. § 1501.7, which provide that "there shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action." Scoping provides the opportunity for maximum public and agency participation during the preparation and development of the FAA's EIS. This process included numerous briefings with local, state, and Federal regulatory agencies, elected officials, and the public to present the O'Hare Modernization Program and to determine the range of issues to be identified. These activities included:

- Pre-Scoping Coordination
- Federal Register publication of a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) and conduct Scoping
- Public and Agency Scoping
- Informational Meeting

The following sections describe the scoping activities conducted for the O'Hare Modernization Program EIS process.

A. Pre-Scoping Coordination

Early-on, the City of Chicago and the Federal Aviation Administration met with various interested community organizations including Federal, state, and local organizations to facilitate consideration of key issues and an understanding of the Proposed Project.

Prior to Scoping, the City of Chicago provided nearly 90 briefings and other public outreach opportunities at which information about the O'Hare Modernization Program was presented and made available. **Table 1** identifies the pre-scoping briefings and public outreach conducted by the City.

Table 1
Pre-Scoping City Briefings and Public Outreach

BRIEFING	DATE
FAA Airports and Air Traffic Office, Des Plaines	7/9/2001
U.S. House Aviation Sub Committee Testimony, Chicago	7/10/2001
O'Hare Airline Managers Association	Jul-01
O'Hare Air Traffic Controllers Briefing	Jul-01
U.S. Senate Aviation Sub-Committee Testimony, Chicago	7/11/2001

Table 1
Pre-Scoping City Briefings and Public Outreach

BRIEFING	DATE
Meeting with State Representatives Mulligan and Krause	Jul-01
Meeting with Cook County Commissioner Carl Hansen	Jul-01
Presentation at Elmhurst College, Elmhurst	Jul-01
Greater O'Hare Association Board Meeting, Elk Grove Village	7/12/2001
Meeting with Mayor Don Stephens, Rosemont	Jul-01
TAMS, Inc. Consultants Meeting	7/13/2001
Meeting with Mayors Jeffrey Sherwin (Northlake) and Earl Field (Norridge)	7/17/2001
Meeting with Mayor Ed Schock, Elgin	7/18/2001
Presentation at Metropolis 2020 Board Meeting, Chicago	7/19/2001
Meeting with Mayor Mark Ruby, Aurora	7/20/2001
Presentation at Center for Neighborhood Technology	Jul-01
Community Outreach Vehicle at River Forest Fest, River Forest	7/21/2001
East Corporate Corridor Presentation	7/23/2001
ALBA Luncheon	7/24/2001
Governor & IDOT Briefing	7/25/2001
Briefing with Service Employees International Union leaders	8/1/2001
Greater O'Hare Breakfast, Rolling Meadows	8/2/2001
Lipinski Luncheon at Mid-America Club, Chicago	8/6/2001
Chicago Building Trades Council Presentation, Chicago	8/7/2001
Buffalo Grove Chamber Luncheon, Buffalo Grove	8/7/2001
Service Employees International Union Meeting	Aug-01
Bud Biliken Parade, Chicago	8/11/2001
Outreach on the Blue Line, Chicago	8/13/2001
Suburban Manufacturers Briefing	8/14/2001
Governor's Hearing, Des Plaines	8/16/2001
City Club Presentation, Chicago	8/20/2001
Governor's Hearing, Naperville	8/20/2001
Black Contractors United Briefing	8/21/2001
Governor's Hearing, Bensenville	8/22/2001
State Legislative Briefing	8/24/2001
Governor's Hearing, Tinley Park	8/27/2001
State Legislative Briefing, Chicago	8/27/2001
Lake County Chamber of Commerce briefing	8/28/2001
Mexican American Chamber of Commerce banquet	8/30/2001
Community Outreach Vehicle, Melrose Park	9/2/2001
Community Outreach Vehicle, Wheeling	9/8/2001
Presentation to Gary Airport Board, Gary	9/19/2001
International Airport Expedition Carriers Association, Wood Dale	10/9/2001
Central States Expedition Carriers Association	10/10/2001
Briefing South Suburban Mayors	12/14/2001

Table 1
Pre-Scoping City Briefings and Public Outreach

BRIEFING	DATE
Metropolitan Mayors Caucus, Palos Hills	1/18/2002
Airport Real Estate Brokers, Rosemont	2/12/2002
Elgin Chamber of Commerce, Elgin	3/7/2002
Northern Illinois Business Political Action Committee Breakfast, Rolling Meadows	3/14/2002
Airport Owners Representatives Construction Employees	3/14/2002
Bensenville Bible Church, Bensenville	3/18/2002
Elks Club (Retired Air Force Group), Des Plaines	3/22/2002
Central States Expedition Carriers Association-Briefing on legislation, Elk Grove Village	4/10/2002
Meeting w/Des Plaines Mayor Tony Arredia, i.e. relocation	4/9/2002
Presentation to Elk Grove Chamber of Commerce, Elk Grove Village	4/24/2002
Earth Day at River Trails District, Mt. Prospect	4/20/2002
Railroad Daze, Franklin Park	5/17/2002
Public Works Day, Mt. Prospect	5/18/2002
Memorial Day Celebration, Rolling Meadows	5/25/2002
Taste of Des Plaines, Des Plaines	6/1/2002
A Day in Our Village-Scoville Park, Oak Park	6/2/2002
City Council Briefing, Chicago	6/10/2002
Illinois Legislative Briefing, Springfield	6/11/2002
Media Briefing on Voluntary Land Acquisition Program, Chicago	6/11/2002
Meeting with Mayor Johnson of Elk Grove, O'Hare	6/11/2002
Meeting with Mayor Arredia, Des Plaines	6/11/2002
Meeting with Mayor Geils, Bensenville	6/12/2002
Public Workshop on Voluntary Land Acquisition Program, Des Plaines	6/19/2002
Live Works, Stone Park	6/29/2002
Public Hearing on Voluntary Land Acquisition Program, Des Plaines	7/8/2002
Community Outreach Vehicle Function--Franklin Park "Street Dance," Franklin Park	7/26/2002
Community Outreach Vehicle Function--Niles "Concert Series," Niles	8/1/2002
Community Outreach Vehicle Function--Bellwood "Village Family Picnic," Bellwood	8/3/2002
Community Outreach Vehicle Function--Antique Car Show, Mt. Prospect	8/11/2002
Community Outreach Vehicle Function--Chicago Air and Water Show-2.5 million audience, Chicago	8/17, 8/18
Schiller Park Rotary Club, Schiller Park	8/22/2002
Community Outreach Vehicle Function--Norridge Summerfest, Norridge	8/23/2002

In addition, the Federal Aviation Administration conducted several agency briefings to help determine key issues for consideration for the proposed O'Hare Modernization Program. Pre-Scoping coordination was conducted with the U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife (USF&WS), U.S. Environmental Protection Agency (USEPA), and the Federal Highway Administration (USFHWA) as follows:

U.S. Army Corps of Engineers (USACE) - The meeting was held on Friday, June, 21, 2002 at the USCOE offices located at 111 North Canal, Chicago, IL.

U.S. Fish and Wildlife Service (USF&WS) – The meeting was held on Thursday, June 20, 2002, at the USF&WS offices in Barrington, IL.

United States Environmental Protection Agency (USEPA) - The meeting was held on Monday, June 10, 2002, at the USEPA Region 5 offices in Chicago, IL.

Federal Highway Administration (USFHWA) - The meeting was held on Tuesday, May 7, 2002 at Illinois Department of Transportation (IDOT) offices in Springfield, IL.

In general, for each meeting an overview of both the environmental process and O'Hare Modernization Program was provided. A general schedule including consultant selection, preparation of the EIS, issuance of Draft and Final EIS, public hearing and issuance of the Record of Decision (ROD) were also discussed. FAA/Department of Aviation (DOA) provided a summary of wetlands on airport, and provided an illustration of how wetland areas might be affected by the proposed OMP development. The FAA discussed implementing an interagency agreement/Memorandum of Understanding (MOU) for establishing coordination protocol and for the evaluation of wetlands with the USACE, USEPA, USF&WS, and other agencies for both a general agreement and project agreement specific to O'Hare Modernization Program - similar to the 'Highway' 404 merger process/agreement. These meetings were conducted by Michael MacMullen, Environmental Program Manager for the O'Hare Modernization Program, FAA's Chicago Airports District Office.

B. Notice of Intent to Prepare an Environmental Impact Statement and Conduct Scoping

In accordance with Council on Environmental Quality (CEQ) Regulations and National Environmental Policy Act (NEPA), the FAA issued a Notice of Intent (NOI) to Prepare an Environmental Impact Statement and to conduct Environmental Scoping for the Modernization of the O'Hare International Airport. A notice was published in the Federal Register on July 17, 2002. A copy of the notice is included in **Section I** of this report. The NOI contained a brief description of the Proposed Project and the location of the four (4) meetings, two agency scoping meetings and two public scoping meetings. See sections E and F of this document.

In addition to publication of the Notice of Intent in the Federal Register, legal notices were also published in the *Chicago Tribune*, *Chicago Sun-Times*, *Daily Herald* and *Daily Southtown* on July 19, 2002. The legal notices were published to notify and invite the public to the scoping meetings. Copies of the certificates of publication are included in **Section I** of this report.

C. Scoping Distribution List

Scoping invitation letters and scoping documents were sent to agencies, elected officials, community organizations and airport/airline representatives. In total, 486 scoping letters were mailed to invite individuals to attend scoping meetings, 160 of which were agency invites. In addition, 91 letters were sent to Chicagoland mayors inviting them to a mayoral information meeting that was conducted on August 29, 2002. **Tables II-1 and II-2** present the scoping invitation distribution list. Additionally, examples of the scoping invitation letters are also included in **Section III** of this report.

D. Scoping Materials

Informational materials were made available during the scoping process. At each of the meetings, scoping documents, public handouts, and notices of intent were on hand for participants to learn about the project. Comment forms were made available for individuals to make comments. Both the public handouts and the comment forms were offered in Spanish and English. Presentation boards were also displayed at all the meetings to illustrate the environmental process and the proposed development. Select presentation boards were also displayed in Spanish. Copies of the OMP scoping materials are included in **Section IV**.

E. Agency Scoping

Due both to the anticipated high level of interest in matters pertaining to O'Hare International Airport, and a desire to fully accommodate potentially interested persons, agencies, and other entities, the FAA conducted two (2) agency scoping meetings and two (2) public scoping meetings.

The agency scoping meetings were conducted on August 19, 2002 at the Illinois Department of Transportation, Auditorium Conference Room, 2300 South Dirksen Parkway, Springfield, Illinois from 10 a.m. to 1 p.m. and on August 20, 2002 at the Metcalfe Federal Building, Lake Ontario Room, 12th Floor, 77 West Jackson Boulevard, Chicago, Illinois from 10 a.m. to 1 p.m. As presented in **Tables 2 and 3**, 13 people signed-in and attended the meeting on August 19th and 25 people signed-in and attended the meeting on August 20th. During the agency scoping meetings, Federal Aviation Administration (FAA) officials described the environmental review process and the FAA's role in the process, while City of Chicago officials presented the elements of the Proposed Project. At both agency meetings, individuals were given the opportunity to give summary comments on behalf of their agency/organization. A court reporter was present to record comments and document the meeting. Comment forms were also made available for individuals to make written comments. Sign-in sheets and transcripts of both of the agency scoping meetings are included in **Sections V and VI**, respectively.

Table 2**Agency Scoping (Springfield, IL)****August 19, 2002****Attendees**

Name	Affiliation/Organization
Kathy Ames	Illinois Department of Transportation, Design & Environment
Steve Chadkins	Illinois Department of Transportation
Greg Feeny	Illinois Department of Transportation
Chris Fraley	Federal Highway Administration
Kevin McLaury	Federal Highway Administration
Richard E. Pinneo	Illinois Environmental Protection Agency – Division of Water Pollution Control
Mike Rogers	Illinois Environmental Protection Agency, Air Quality Planning
J.D. Stevenson	Federal Highway Administration
Hugh Van Voorst	Illinois Department of Transportation, Aeronautics
JP Varma	Federal Highway Administration
Brian Whiston	Crawford, Murphy, & Tilly, Inc.
Walt Zyznieuski	Illinois Department of Transportation
Mike McCue	Illinois Department of Planning & Programming

Table 3**Agency Scoping (Chicago, IL)****August 20, 2002****Attendees**

Name	Affiliation/Organization
Pene' Beversdorf	Federal Aviation Administration
William Brogan	Chicago Department of Aviation
Carol Brown	Chicago Department of Environment
Jon Burshien	Canadian Pacific Railway
Chris Byars	Federal Highway Administration
Shawn Cirton	US Fish and Wildlife Service
John Delaurentiis	Regional Transportation Authority
Carolyn Grisko	Carolyn Grisko & Associates, Inc.
Steve Hammer	Illinois Department of Natural Resources
Barbara Johnson	Federal Aviation Administration
Sherry Kamke	US Environmental Protection Agency
Joe Karaganis	Representing Senate President Pate Phillip/Bensenville
Don Kathan	US Environmental Protection Agency
Suzanne King	US Environmental Protection Agency, Air & Radiation Division
Larry Kissner	Canadian Pacific Railway
Don Kopec	Chicago Area Transportation Study

Table 3**Agency Scoping (Chicago, IL)****August 20, 2002****Attendees**

Name	Affiliation/Organization
Patricia Morris	US Environmental Protection Agency
Sandy Murdock	Counsel to Bensenville, Elk Grove Village, and Park Ridge
Sue Schalk	Aerofinity
Michael W. Payette	Union Pacific Railroad
Nick Pappas	DuPage County
Pat Pechnick	Illinois Department of Transportation
Joe Schuessler	Metropolitan Water Reclamation District of Greater Chicago
Tyson Warner	Will County Land Use Department
Clarita Lao	Illinois State Toll Highway Authority

F. Public Scoping

The public scoping meetings were conducted on August 21, 2002 at the Fountain Blue Banquets, 2300 Mannheim Road, Des Plaines, Illinois from 4 p.m. to 8 p.m. and on August 22, 2002 at the Avalon Banquets, 1905 East Higgins Road, Elk Grove Village, Illinois from 4 p.m. to 8 p.m. The public scoping meetings were conducted as informational workshops with FAA and City of Chicago representatives staffing presentation boards, available to answer questions about the environmental review process and the proposed development. Additionally, comment forms were available for individuals to make written comments and four (4) bilingual transcribers were available at each meeting to record oral comments. Transcripts of all oral comments obtained at both of the public scoping meetings are included in **Section VI** of this report. As shown in **Tables 4 and 5**, 49 people attended the meeting on August 21st and 268 people attended the meeting on August 22nd. The sign-in sheets from the meetings may also be found in **Section V** of this summary report.

Table 4**Public Scoping (Des Plaines, IL)****August 21, 2002****Attendees**

Name	Affiliation/Organization
Timothy F. Sipples	Meigs Action Coalition
Ron Moore	Jefferson Walk Condo Association
Jerry Roper	Chicagoland Chamber of Commerce
Jack Saporito	Alliance of Residents Concerning O'Hare
Marion P. Hunt	Park Ridge
Derek Mastin	Rockford Airport
Norman J. Pater	Park Ridge
Joe Annunzio	Niles

Table 4**Public Scoping (Des Plaines, IL)****August 21, 2002****Attendees**

Name	Affiliation/Organization
Jenny Huang	Des Plaines
Terry Van Doren	Representing Senator Fitzgerald
Lavinia Eyonte	
Leslie Combs	Representing Jan Schakowsky
Arlene Mulder	Mayor, Arlington Heights
Brian Gilligan	O'Hare Noise Compatibility Commission
John Cermak	Roselle
Patrick Ferreri	Park Ridge
Patricia Ferreri	Park Ridge
Aash Desai	Chicago
Becky Cointin	
Richard Kula	Park Ridge
F.K. Plous	Chicago
Dr. H.K. Goerling	Park Ridge
L. Faye Goerling	Park Ridge
Josephine Naemy	Des Plaines
David Tomzik	Midwest High Speed Rail Coalition
Kathleen Hayes	Elk Grove Village
Stephen Cleary	Chicago
S. Rossi	Chicago
Dick Wilson	Des Plaines
Nancy Wilson	Des Plaines
J. Scott Miller	Des Plaines
Joseph Wolske	Carpenter's Local 181
Joseph Pastorino	Carpenter's Local 181
Tony Ballay	Carpenter's Local 54
Virginia Brauweller	Park Ridge
Al Borgman	Central States Carriers Association
Dick Knutson	Des Plaines
Tim Taylor	Bensenville
Rosa Rodriguez	Bensenville
Anthony J. Vecchiollo	Bensenville
Richard Soline	Bensenville
Mrs. Richard Soline	Bensenville
Larry Listermann	Des Plaines
Carl Brauweiler	Park Ridge
Donna Ahlstrand	Bensenville
Carl Taucher	Elk Grove Village
Josephine Taucher	Elk Grove Village

Table 4**Public Scoping (Des Plaines, IL)****August 21, 2002****Attendees**

Name	Affiliation/Organization
Bill Morrison	Park Ridge
Pat Nelson	Des Plaines

Table 5**Public Scoping (Elk Grove Village, IL)****August 22, 2002****Attendees**

Name	Affiliation/Organization
Ruth Monteleone	Suburban O'Hare Commission
Sam Monteleone	Suburban O'Hare Commission
Mike Mellenthin	Suburban O'Hare Commission
Ed DuBois	Suburban O'Hare Commission
Pat DuBois	Suburban O'Hare Commission
Emmie DeBlosio	Bensenville
J. William Brod	Medinah
Katrina Winogradzki	Park Ridge
Robert Benson	Bensenville
Rick Schew	Bensenville
Patricia Johnson	Bensenville
Joan Ewald	Elk Grove Village
John Ewald	Elk Grove Village
Tony Pulciani	Bensenville
Bill Winton	Harwood Heights
Laurel Fudala	Elk Grove Village
Adeline Fudala	Elk Grove Village
Kathleen L Drwila	Elk Grove Village
Juan L. Cuellar	Bensenville
Kathleen R Drwila	Elk Grove Village
Edward Blum	Bensenville
Kevin Shaw	Bensenville
Robert Cat	Bensenville
Phyllis McCarthy	Bensenville
Edward Shad	Bensenville
A.S. D Akaor	
Mary Ann Nelson	Elk Grove Village
Joseph R. Mayer	Elk Grove Village
A. Schroeder	Bensenville
Phillip B Drwila	Elk Grove Village

Table 5**Public Scoping (Elk Grove Village, IL)****August 22, 2002****Attendees**

Name	Affiliation/Organization
Rob Rackou	Bensenville
Joe Polka	Elk Grove Village
Tyrone Kalogeresis	Bensenville
Mary Jend	Bensenville
Don Kikta	Concord EFS
Betty Jensen	Elk Grove Village
Joseph Lester	Elk Grove Village
Rich Zurawski	Elk Grove Village
Bart K. Dill	Elk Grove Village Trustee
Humberto Gramajo	Elk Grove Village
L. Tanner	Elk Grove Village
Gail Hall	Elk Grove Village
John Hall	Elk Grove Village
Lillian Gardner	Bensenville
William A. Edenhofen	Bensenville
Theresa Fuchs	Elk Grove Village
Michael P Cirone	Elmhurst
Anthony Rusewicz	Bensenville
Phil Holda	Elk Grove Village
Everest Kuehlman	Elk Grove Village
Don Scott	Elk Grove Village
Bill Baird	Bensenville
Gary Pelz	Elk Grove Village
Thomas E. Figurelli	Elk Grove Village
William Meitzlor	Elk Grove Village
Emily Mlynarski	Bensenville
Art Markowski	Chairman Crestwood South Homeowners Association
Keith Jensen	Elk Grove Village
Richard Schierhorn	Bensenville
Steve Partman	Elk Grove Village
Nancy Tank	Bensenville
Tim Taylor	Bensenville
James Johnson	Representing Congressman Henry Hyde
Pat Scott	Nutheme Company
Jan Crowe	Suburban O'Hare Commission
Joe Incandela	Bensenville
Henry Bronars	Bensenville
Ron Cirone	Elmhurst
Harold Reed	Elk Grove Village

Table 5**Public Scoping (Elk Grove Village, IL)****August 22, 2002****Attendees**

Name	Affiliation/Organization
Chester Jandura	Bensenville
Julie A. Malan	Suburban O'Hare Commission
Thomas Callahan	Suburban O'Hare Commission
Lori Felde	Elk Grove Village
Joseph Cozzone	Bensenville
Nino Mazzocco	Bensenville
Walter Kurzeja	Bensenville
Rose Kelly	Elk Grove Village
David Hentog	Elk Grove Village
Reinna Shah	Elk Grove Village
Marjorie Dahm	Elk Grove Village
Per Bogehegn	Elk Grove Village
Sheila Webb	Elk Grove Village
Paul and Eleanor Fetchner	Bensenville
Sally Grace	Bensenville
Patti Steffensen	Century 21 Sloan & Pro's
Mary Ann Andrews	Elk Grove Village
Rosaleen Waters	Elk Grove Village
Tony Waters	Elk Grove Village
Cheryl Chatroop	Bensenville
Orville Rudd	Bensenville
Mrs. Orville Rudd	Bensenville
Donna Ahlstrand	Bensenville
Richard Soline	Bensenville
Mary Lou Soline	Bensenville
Henry Prangl	Bensenville
Sylvia Matezak	Bensenville
Dan Lyons	Bensenville
Carla Lyons	Bensenville
Neil McCarthy	Bensenville
Mary C. Costello	Elk Grove Village
Ron Tuozzo	Elk Grove Village
Garry Gardner	Bensenville
June Cirone	Elmhurst
Edward Bock	Elk Grove Village
Karen Bock	Elk Grove Village
Nancy J Czarnik	Elk Grove Village
Jerry Glaubitz	Elk Grove Village
Joseph Oliveto	Elk Grove Village

Table 5**Public Scoping (Elk Grove Village, IL)****August 22, 2002****Attendees**

Name	Affiliation/Organization
Virginia Allen	Bensenville
Sheila Rudden-Shoney	Elk Grove Village
Tary Shoney	Elk Grove Village
Klera Shoney	Elk Grove Village
Kathy Lane	Bensenville
Toni Elewein	Elk Grove Village
Eleanor Fechtner	Bensenville
Oronzo Peconio	Bensenville
Concetta Peconio	Bensenville
Mary Spiezo	Elk Grove Village
Albert Miltz	Bensenville
Lucia Miltz	Bensenville
Donald P.	Elk Grove Village
Al Canchola	Roselle
G. Canchola	Roselle
Bill Shannon	Elk Grove Village
Jesse Hopkins	Elk Grove Village
Anna Hopkins	Elk Grove Village
Shirley A. Filip	Bensenville
Peter Kis	
Steve Unger	Elk Grove Village
John O'Keefe	Elk Grove Village
Joseph Ponko	Elk Grove Village
Tom Crowe	Bensenville
Wieslawa Rojek	
Tony Kees Sr.	Elk Grove Village
Alice M. Louko	Elk Grove Village
Charles E. Louko	Elk Grove Village
John Passarelli	Elk Grove Village
Michael Bram	Alderman, Elmhurst
Lorraine Rickert	Bensenville
Alvin Rickert	Bensenville
Chris Burke	CBBEL
Lucie McDaniel	Elk Grove Village
Michael Procopio	Bensenville
Janis V. Licuanan	Des Plaines
Zelmira A. Tomaska	Park Ridge
William Muzyka	Bensenville
Dave Compitello	Elk Grove Village

Table 5**Public Scoping (Elk Grove Village, IL)****August 22, 2002****Attendees**

Name	Affiliation/Organization
Deborah A. Cyburt	Elk Grove Village
Allan B. Crites	Elk Grove Village
Sophie Tucker	Bensenville
Elmer Tucker	Bensenville
Brenda Wojcek	Elk Grove Village
Ken Anderson	Elk Grove Village
Bob Imielski	Bensenville
Roger McGrath	Huntley
Pedro Rodriguez	Bensenville
Delores Wojcik	Elk Grove Village
Rose Slobodian	Bensenville
Leonard Rogus	Bensenville
Evans Mark	Elk Grove Village
Susan L. Schell	Elk Grove Village
Nick Pappas	DuPage County, Department of Development and Engineering
James Petri	Elk Grove Village
Pat Beaudoin	Elk Grove Village
Rosemary Marr	Roselle
Michelle Ryan	DuPage Mayors and Managers Conference
Faith Bugel	Environmental Law & Policy
Alan Huskie	Park Ridge
Jon Siske	Evanston
George Andrios	Elk Grove Village
Elsie Grubb	Elk Grove Village
Richard Grubb	Elk Grove Village
Pene Beversdorf	Federal Aviation Administration
Milan Tomaska	Park Ridge
James L. Klocek	Elk Grove Village
Charles E. Glomski	Elk Grove Village
Greg Quevedo	Elk Grove Village
Jeffrey R. Husar	Park Ridge
Harvey Kahler	Illinois Rail/Midwest High Speed Rail Coalition
Mark Thompson	Hanson
Stephen Schlickman	Schlickman & Associates
Drew Adamek	AIP
H. McCauley	Elk Grove Village
Barb Fitzpatrick	Bensenville
Floyd Johnson	Glen Ellyn
Joan Krajewski	American Airlines

Table 5**Public Scoping (Elk Grove Village, IL)****August 22, 2002****Attendees**

Name	Affiliation/Organization
Ted Monegato	
Tim Guy	Elk Grove Village
Wm C. Klitzke	Elk Grove Village
Arlene Klitzke	Elk Grove Village
Robert L. Severson	Elk Grove Village
Marianne Denkewalter	Elk Grove Village
Ray Strelau	Elk Grove Village
Gregory Thorson	Illinois Rail
Derek Blauda	Mayor's Office
Paul O'Connor	World Business Chicago
A. Finney	Elk Grove Village
Charles Drake	Bensenville
Ron Wietecha	Mayor, Park Ridge
Joe Lohndorf	Elk Grove Village
Tony Zoubek	Alderman, Wood Dale
Andrew Duffy	Elk Grove Village
John C.	Park Ridge
Kevin Ronchen	Park Ridge
Arlene Peters	Bensenville
Pete Peters	Bensenville
Marina C. Oracion	Bensenville
Nery Quintos	Bensenville
Susan Gartke	Bensenville
Anthony Vecchiollo	Bensenville
Linda Vecchiollo	Bensenville
Tim Taylor	Bensenville
Danuta Winogradzki	Park Ridge
Mary Ann Tully	Bensenville
Susan L. Nielsen	Elk Grove Village
Linda Walker	Bensenville
Lenore M. McDonald	Elk Grove Village
Loretta Schoppe	Bensenville
Delores A. Bronare	Bensenville
Nancy L. Klaus	Bensenville
Richard Johnson	Bensenville
Dorrie Madonna	Wood Dale
Janet Scheirhaen	Bensenville
Larry Malinowski	Elk Grove Village
Emily Oskin	Elk Grove Village

Table 5**Public Scoping (Elk Grove Village, IL)****August 22, 2002****Attendees**

Name	Affiliation/Organization
Cheryl Bottje	Roselle
Lillian Mayer	Elk Grove Village
Karen Baxter	Bensenville
Ralph Madonna	Wood Dale
Carol Cichorski	Elk Grove Village
Rosa Rodriguez	Bensenville
Pedro Rodriguez	Bensenville
Leonard G. Dahm	Elk Grove Village
Patricia Reyes	Bensenville
Kathy Grace	Bensenville
Ronald P. Boardman	Lake Forest
Robert J. Doherty	Park Ridge
Pete Moe	Elk Grove Village
Andy Jandura	Bensenville
Joe Oskin	Elk Grove Village
Richard Soline	Bensenville
Mary Jane Soline	Bensenville
Sam Deblago	Bensenville
William N. Gartke	Bensenville
Owen Loender	Elk Grove Village
Sandi Firestone	Elk Grove Village
Bill Firestone	Elk Grove Village
Terry Maioriello	Elk Grove Village
Ken Haller	Park Ridge
Peter Hicks	Elk Grove Village
Kathy Hicks	Elk Grove Village
Beth Valerio	Elk Grove Village
Ann Baranowski	Elk Grove Village
Tully	Bensenville
Bob Roberts	WBBM-AM
Allen Kaletan	Des Plaines
ApKristin Lanning	Tribune
Carlos Rodriguez	Univision
Hector Betancourt	Univision
Rebecca Boykin	Daily Herald
Mark Losiniecki	WBBM TV
Chris LaFortune	Pioneer Press
Dane Placko	Fox News
Al Meshberg	Fox TV

Table 5**Public Scoping (Elk Grove Village, IL)****August 22, 2002****Attendees**

Name	Affiliation/Organization
Rupert Merdock	Fox TV
Bob McCopping	Daily Herald

At both public scoping meetings, a City of Chicago representative was available to assist attendees in identifying the location of their properties relative to the location of the Airport, utilizing the City's property locator program. Upon request, addresses were input into the program and properties were identified on an aerial photograph for a ten-mile radius surrounding the Airport. The properties were displayed on a computer monitor and printed out for attendees.

The **Tables 6** and **7** below contain summary information about the number of unique addresses by community that were provided by attendees at each of the two public scoping meetings. The information was also obtained from the sign-in sheets at each of the meetings. **Exhibit 1** illustrates the attendees by community from both public meetings.

Table 6**August 21, 2002****Attendees by Community**

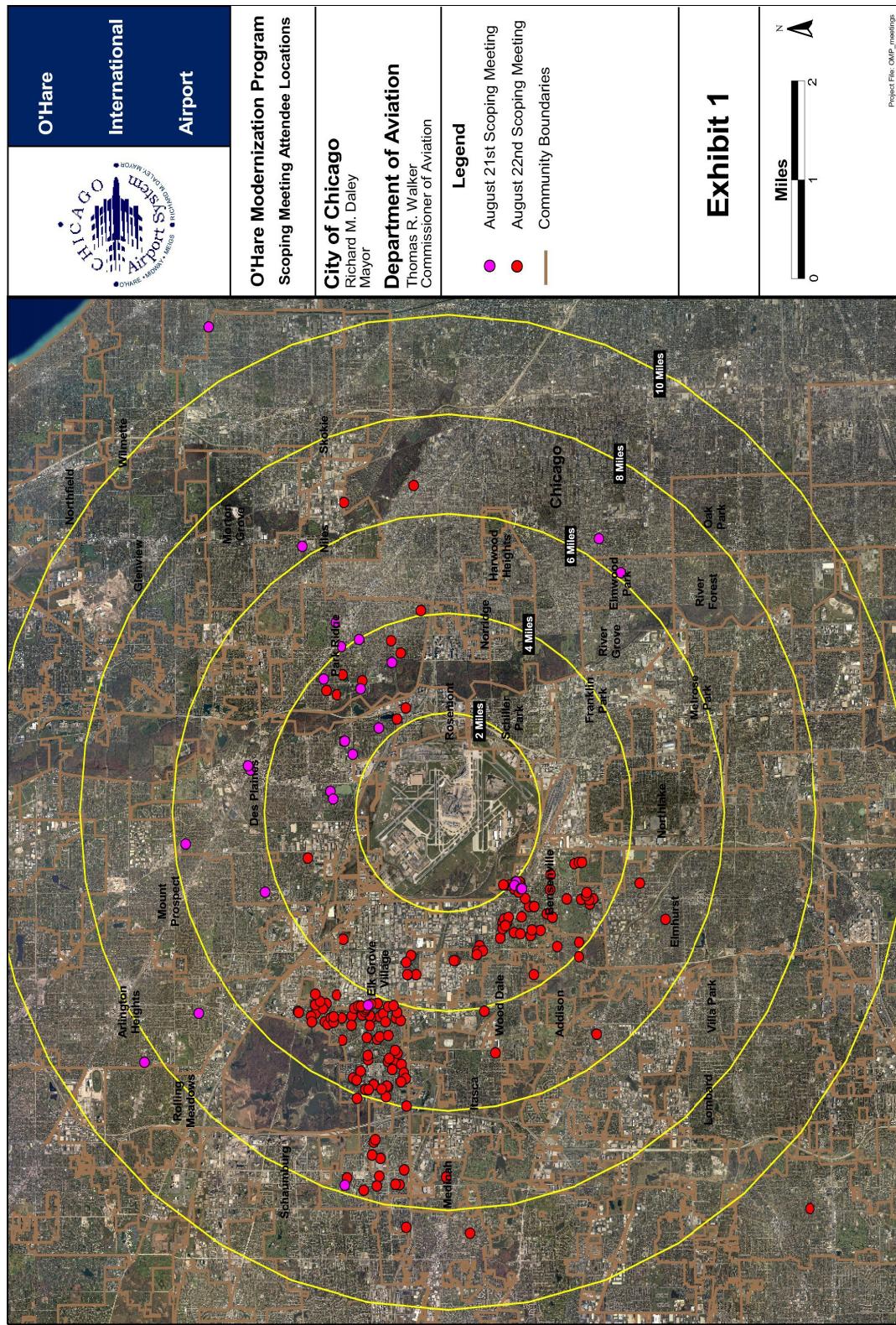
City	Total	Percent
Arlington Heights	2	5%
Bensenville	5	14%
Bridgeview	1	3%
Chicago	7	19%
Des Plaines	10	27%
Elk Grove Village	2	5%
Elmwood Park	1	3%
Evanston	1	3%
Niles	1	3%
Park Ridge	6	16%
Wheeling	1	3%
Total	37	100*

*Percentages do not add up to 100% due to rounding.

Table 7**August 22, 2002****Attendees by Community**

City	Total	Percent
Addison	1	1%
Algonquin	1	1%
Bensenville	67	36%
Chicago	8	4%
Des Plaines	3	2%
Elk Grove Village	88	47%
Elmhurst	2	1%
Evanston	1	1%
Glen Ellyn	1	1%
Homewood	1	1%
Itasca	1	1%
Medinah	1	1%
Niles	1	1%
Park Ridge	7	4%
Roselle	2	1%
Wheaton	1	1%
Wood Dale	2	1%
Bensenville	1	1%
Total	189	100*

*Percentages do not add up to 100% due to rounding.

DRAFT*Chicago O'Hare International Airport***Exhibit 1**

G. Informational Meeting

In addition to the four scoping meetings, the FAA conducted an informational meeting on August 29, 2002. The informational meeting was held at the FAA Great Lakes Regional Office in Des Plaines to give local mayors and leaders from communities around the Airport an additional opportunity to meet with FAA and City of Chicago representatives and ask questions and/or voice their concerns. As shown in **Table 8**, sixteen people attended the meeting. A court reporter was present to record the meeting. A copy of the transcript is included in **Section VI** of this report.

Table 8 Informational Meeting (FAA Headquarters, Des Plaines) August 29, 2002 Attendees	
Name	Affiliation/Organization
Paul Adlaf	Park Ridge Airport Advisory Council
Jeff Sherwin	Mayor, City of Northlake
Patrick J. Seger	Village of Mount Prospect
Richard Johnson	Bensenville Park District
Sean Stegall	City of Elgin
Barbara J. Johnson	Federal Aviation Administration
Bruce Jacobson	CMT, Inc. – FAA Contractor
Earl Field	Village of Norridge
Rita Athas	Mayor's Office, City of Chicago
Carolyn Grisko	Department of Aviation
Brian Gilligan	O'Hare Noise Compatibility Commission
Daniel B. Pritchett	Village of Franklin Park
Mark W. Damisch	Village President, Northbrook
Ken Johnson	Mayor, Wood Dale
Arlene Mulder	Mayor, Village of Arlington Heights
John Borowski	Cable Access

H. Scoping Comments

Scoping Comments were received through the close of the business on Friday, September 13, 2002. As shown in **Table 9**, 305 individuals commented during scoping regarding the O'Hare Modernization Program at Chicago O'Hare International Airport. Ninety-three individuals gave oral testimony and the remaining 212 comments were in the form of comment forms, letters and e-mails. Some individuals commented more than once. All comments received at any of the four scoping meetings, mayoral informational meeting, or those received by the Federal Aviation Administration are included in **Sections VI, Transcripts** and **VII, Comments**. **Section VI** includes all the transcripts from the four scoping meetings and the informational meeting.

All of the scoping comments received during the comment period were reviewed and summarized by issue group (type of comment). **Table 9** identifies the individual/organization commentor, form of comment (oral or written), first page of the original comment, and the issue group. **Table 10** summarizes all scoping comments including oral testimony, comment forms, letters, and e-mail by issue group, unique identifier (an ID), comment summary, and individual/organization commentor, including a page number(s).

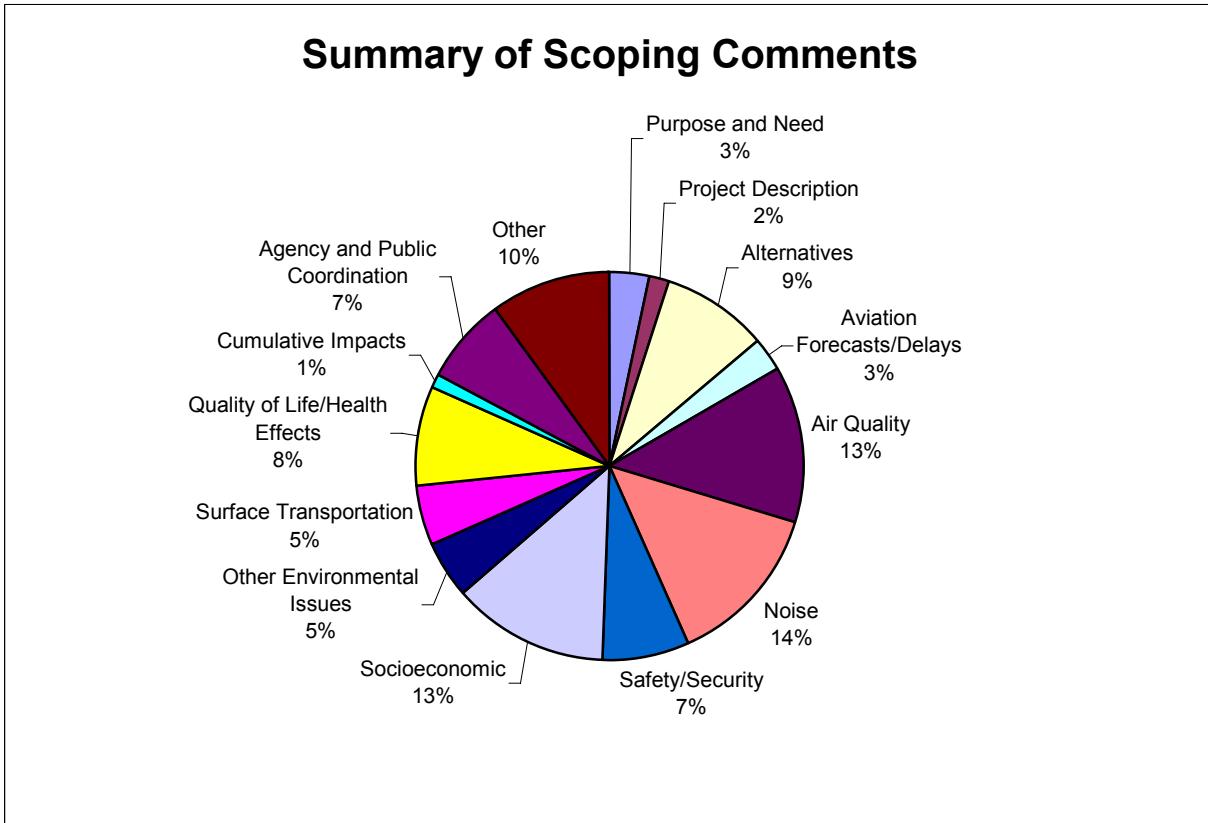
As shown in **Table 10**, a total of 1,385 comments were summarized and given a unique identifier corresponding to a particular issue group. Fourteen issue groups have been identified with a letter, from A-N and each comment summary has been assigned a letter and a number. Some comments contained more than one issue and as such were summarized and categorized in more than one issue group. For instance, a comment could have included references to several different topics including, purpose and need, air quality, and noise. In such a case, a comment would be found in all three groups with three different identifiers (A-23, E-36, and F-37). All comments were categorized in the following 14 issue groups.

- | | |
|--|---|
| A. Purpose and Need
B. Project Description
C. Alternatives
D. Aviation Forecasts/Delays
E. Air Quality
F. Noise
G. Safety/Security | H. Socioeconomic
I. Other Environmental Issues
J. Surface Transportation
K. Quality of Life/Health Effects
L. Cumulative Impacts
M. Agency and Public Coordination
N. Other |
|--|---|

Within each issue group, comments are alphabetized by last name of the commentor, with each comment labeled by a unique identifier consisting of a letter and a number, an issue group (type of comment) and a number (sequentially numbered and alphabetized by commentor). For instance, William Baird commented on purpose and need (issue group ‘A’), so his comment is labeled ‘A-1’. Using the unique comment identifier/label, each comment can then be found in either oral or written comments, **Section VI, Scoping Transcripts** or **Section VII, Scoping Comments**. Comments are bracketed and labeled accordingly. **Table 10** identifies a page number to find the original comment.

Because of additions, deletions, and re-categorizations of comments, which occurred during review, some unique identifiers may appear to be missing. For instance, in the N issue group (Other), the identifying labels go from N-11 to N-13 because comment N-12 has been re-categorized, making the original identifier obsolete. Additionally, if a comment was added to an issue group where the commentor’s name fell between two existing comment summaries, ID’s were extended with a decimal rather than re-numbering the entire issue group. For instance, in the N group (Other) two comment summaries were added between N-13 and N-14. The new comments became N-13.1 and N-13.2.

Exhibit 2 illustrates the distribution of scoping comments received by issue group and percentage. The major concerns expressed by individuals that commented include noise (14%), socioeconomic (13%), air quality (13%), other (10% - which includes a variety of miscellaneous topics), alternatives (9%), and quality of life/health effects (8%).

Exhibit 2

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Table 9
Scoping Commentors

Name	Organization/Affiliation	Form of Comment	Page	Type of Comment
Paul Adlaf	Park Ridge Airport Advisory Council	Oral	VI-368	Other, Agency and Public Coordination
Virginia Allen	Bensenville	Oral	VI-312	Other, Noise
Kathy Ames	Illinois Department of Transportation, Bureau of Design and Environment	Oral	VI-41	Surface Transportation
Ken Anderson	Elk Grove Village	Oral	VI-228	Other Socioeconomic, Alternatives, Other, Safety
Mary Ann Andrews	Elk Grove Village	Written	VII-71	Quality of Life, Air Quality, Noise, Socioeconomic, Other
Mary Ann Andrews	Elk Grove Village	Oral	VI-179	Quality of Life, Air Quality, Health Effects, Socioeconomic, Other, Alternatives
George Andrianopoulos	Elk Grove Village	Oral	VI-174	Other, Noise, Socioeconomic
George Andrianopoulos	Elk Grove Village	Written	VII-312	Noise, Socioeconomic
Reginald Arkell	Palos Park	Written	VII-7	Project Description, Other
William Baird	Bensenville	Oral	VI-210	Other, Socioeconomic, Health Effects, Alternatives, Surface Transportation, Purpose and Need, Noise, Quality of Life
Charles S. Baldacchino	Park Ridge	Written	VII-12	Noise, Air Quality, Safety
Mike Baran	Elk Grove Village	Written	VII-318	Other, Air Quality, Noise, Alternatives, Surface Transportation
Karen Baxter	Bensenville	Oral	VI-314	Alternatives, Socioeconomic

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Chicago O'Hare International Airport

Table 9
Scoping Commentors

Name	Organization/Affiliation	Form of Comment	Page	Type of Comment
Patricia Beaudoin	Elk Grove Village	Written	VII-23	Socioeconomic, Quality of Life, Agency and Public Coordination
Tom Becker	Des Plaines	Oral	VI-136	Safety, Quality of Life, Purpose and Need
Donald, Nancy, Pamela Bekeleski	Elk Grove Village	Written	VII-307	Other, Socioeconomic, Alternatives
Robert Benson	Bensenville	Written	VII-278-279	Noise, Air Quality, Surface Transportation, Health Effects, Other Environmental Issues, Security, Socioeconomic, Purpose and Need, Agency and Public Coordination, Alternatives
Kimberly A. Bless	President, Schaumburg Association of Commerce and Industry	Written	VII-19	Other, Socioeconomic, Quality of Life, Noise, Air Quality
Jeffrey and Margaret Blick	Park Ridge	Written	VII-276-277	Other, Air Quality, Noise, Purpose and Need, Alternatives, Socioeconomic Project Description, Alternatives
Ronald R. Boardman Jr.	Lake Forest	Written	VII-313	
Ronald P. Boardman, Jr.	Inter City Rail	Oral	VI-194	Surface Transportation, Alternatives
Karyn Bock	Elk Grove Village	Oral	VI-274	Other, Quality of Life, Socioeconomic, Noise, Air Quality, Surface Transportation, Alternatives
Al Borgman	Director of Air Freight Operations, AIP Trucking, Inc.	Written	VII-41	Purpose and Need, Safety, Alternatives
Cheryl Bottje	Roselle	Oral	VI-200	Noise, Surface Transportation, Quality of Life
Gary Bottje	Roselle	Written	VII-183	Air Quality, Noise, Quality of Life,

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Chicago O'Hare International Airport

Table 9
Scoping Commentors

Name	Organization/Affiliation	Form of Comment	Page	Type of Comment
Lisa Boulton	Elk Grove Village	Written	VII-46	Purpose and Need, Socioeconomic, Alternatives, Surface Transportation
Leslie A. Brace	Elk Grove Village	Written	VII-297	Noise, Air Quality
Carl Brauweiler	Park Ridge	Written	VII-43	Other, Alternatives, Socioeconomic Quality of Life
Virginia S. Brauweiler	Park Ridge	Oral	VI-160	Other, Air Quality, Noise, Health Effects
Valerie & Lawrence Brixey	Bensenville	Written	VII-14	Other, Safety, Air Quality, Noise, Health Effects, Air Quality, Purpose and Need, Quality of Life
Henry Bronars	Bensenville	Oral	VI-197	Other, Air Quality, Noise, Safety, Quality of Life, Socioeconomic
Henry Bronars	Bensenville	Written	VII-37	Other, Air Quality, Noise, Quality of Life, Socioeconomic
Jan Brueckner	Professor of Economics, University of Illinois at Urbana-Champaign	Written	VII-289	Agency and Public Coordination
Tom Callahan	Elk Grove Village	Oral	VI-263	Purpose and Need, Alternatives, Aviation Forecasts, Surface Transportation, Socioeconomic
Tom Callahan	Elk Grove Village Written Testimony	Written	VII-133-134	Purpose and Need, Alternatives, Aviation Forecasts, Surface Transportation, Socioeconomic Issues
Al Canchola	Roselle	Written	VII-53	Health Effects

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Name	Organization/Affiliation	Form of Comment	Page	Type of Comment
Robert Cat	Bensenville	Oral	VI-199	Noise, Socioeconomic
Cheryl Chatroop	Bensenville	Written	VII-59	Quality of Life, Health Effects, Air Quality, Other Environmental Issues, Socioeconomic
Byron Chumley		Written	VII-303	Socioeconomic, Agency and Public Coordination
Carol Cichorski	Elk Grove Village	Written	VII-364	Socioeconomic, Noise, Surface Transportation, Alternatives, Security
June M. Cirone	Elmhurst	Written	VII-158-160	Noise, Air Quality, Safety, Alternatives, Quality of Life
Renee A. Cipriano	Director, Environmental Protection Agency	Written	VII-203-204	Air Quality, Other Environmental Issues
Ian K. Clark	Park Ridge	Written	VII-11	Other, Socioeconomic
David Compitello	Elk Grove Village	Written	VII-21	Safety
Andrew J. Costanza		Written	VII-304	Other, Purpose and Need, Noise, Socioeconomic
Mary C. Costello	Elk Grove Village	Oral	VI-192	Noise
Jan Crowe	Bensenville	Oral	VI-236	Socioeconomic, Other Environmental Issues, Safety
Tom Crowe	Bensenville	Oral	VI-244	Quality of Life, Safety, Alternatives, Other, Security, Socioeconomic
Nancy Czarnik	Elk Grove Village	Oral	VI-233	Other, Air Quality, Safety, Agency and Public Coordination, Socioeconomic
Mark Damisch	President, Village of Northbrook	Oral	VI-365, 373	Agency and Public Coordination

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Name	Organization/Affiliation	Form of Comment	Page	Type of Comment
Joyce Decker	Elmhurst	Written	VII-190	Other
John DeLaurentis	Deputy Executive Director, Regional Planning, Transportation Authority	Written	VII-177-179	Agency and Public Coordination
John DeLaurentis	Regional Authority	Transportation Oral	VI-112	Agency and Public Coordination, Surface Transportation
Bart K. Dill	Elk Grove Village, Trustee	Oral	VI-190	Other, Noise
Elsie L. Doering	Elk Grove Village	Written	VII-145-146	Other, Safety, Socioeconomic
Robert Doherty	Park Ridge	Written	VII-366	Other, Air Quality, Noise, Agency and Public Coordination
Charles F. Drake	Bensenville	Written	VII-69	Purpose and Need, Quality of Life
Kathleen Drwila	Elk Grove Village	Written	VII-28	Alternatives, Socioeconomic
Kathleen Drwila	Elk Grove Village	Written	VII-358	Purpose and Need, Delays
Phillip Drwila	Elk Grove Village	Written	VII-365	Alternatives
Andrew Duffy	Elk Grove Village	Written	VII-35	Purpose and Need, Socioeconomic, Air Quality
Bill Edenhofen	Bensenville	Written	VII-370	Purpose and Need, Alternatives
Lavinia Egonito	Des Plaines	Written	VII-42	Air Quality, Noise
Carol Elinert	Des Plaines	Written	VII-180	Air Quality, Noise, Other, Aviation Delays
Michael A. Esposito	Village President, Village of Berkeley	Written	VII-271	Noise, Air Quality
Mark H. Evans	Elk Grove Village	Oral	VI-254	Other, Health Effects, Alternatives, Socioeconomic
John Ewald	Elk Grove Village	Written	VII-371	Noise, Air Quality, Project Description, Other
John C. Farnan	General Superintendent,	Written	VII-144	Agency and Public Coordination

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Linda Farrell Mr. & Mrs. Patrick J. Ferreri	Metropolitan Water Reclamation District of Greater Chicago	Written Written	VII-73 VII-83-85	Noise, Socioeconomic Air Quality, Health Effects, Quality of Life, Noise, Socioeconomic, Security, Alternative, Surface transportation, Purpose and Need
Thomas E. Figarelli Shirley Filip	Elk Grove Village Bensenville	Oral Oral	VI-235 VI-181	Other, Socioeconomic Safety
Ann Finney		Written	VII-296	Safety, Aviation Forecasts, Socioeconomic
Ann Finney Barb Fitzpatrick	Bensenville	Written	VII-288 VII-360-361	Noise, Other Other, Noise, Air Quality, Purpose and Need, Socioeconomic
Barb Fitzpatrick	Bensenville	Oral	VI-205	Other, Noise, Air Quality, Health Effects, Safety, Purpose and Need, Socioeconomic, Alternatives
Garry Gardner	Bensenville	Written	VII-55	Alternatives, Purpose and Need, Socioeconomic
Herbert E. Gardner	LaGrange Park	Oral	VI-121	Other, Purpose and Need, Noise, Air Quality,
Lillian Gardner	Bensenville	Written	VII-29	Air Quality, Noise, Surface Transportation, Other, Socioeconomic
John Geils	Mayor, Bensenville	Written	VII-93-98	Submitted Statement of Congressman Henry Hyde - Project Description, Other, Surface Transportation, Alternatives, Agency and Public Coordination, Aviation

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Name	Organization/Affiliation	Form of Comment	Page	Type of Comment
Peter R. Gennuso	Elk Grove Village	Written	VII-142	Forecasts, Purpose and Need
Raymond J. Gibbons	President, National Air Traffic Controllers Association, Local C90	Written	VII-161-163	Socioeconomic, Air Quality, Other Environmental Issues, Project Description
Charles E. Glomski	Elk Grove Village	Written	VII-86-87	Other
Dr. H.K. Goerling	Park Ridge	Written	VII-114-121	Effects, Noise, Air Quality, Socioeconomic, Alternatives
Helmut K. Goerling	Park Ridge	Oral	VI-152	Alternatives (The Airports of Tomorrow Brochure)
Sally Grace	Bensenville	Oral	VI-316	Health Effects, Alternatives, Safety, Security
Humberto Gramajo	Elk Grove Village	Oral	VI-284	Purpose and Need, Security, Other
Gail Hall	Elk Grove Village	Oral	VI-176	Quality of Life, Noise, Surface Transportation, Alternatives
Peggy Hall	Elk Grove Village	Written	VII-290	Noise, Socioeconomic, Other, Health Effects
Ken Haller	Park Ridge	Written	VII-57	Noise, Air Quality, Surface Transportation
Ken and Ruth Haller	Park Ridge	Written	VII-282-283	Noise, Safety
Richard Harnish	Executive Director, Midwest High Speed Rail Coalition	Written	VII-263-265	Other, Alternatives, Air Quality, Socioeconomic, Quality of Life
Pamela Hartzell	Elk Grove Village	Written	VII-301	Project Description, Air Quality, Surface Transportation
Kathleen Hayes	Elk Grove Village	Oral	VI-156	Noise, Socioeconomic, Quality of Life, Surface Transportation
				Other, Alternatives

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Kathleen Hayes	Elk Grove Village	Oral	VII-157	Other
Christine Hertzberg	Elk Grove Village	Written	VII-284	Other, Socioeconomic, Purpose and Need
Kathy Hicks	Elk Grove Village	Written	VII-362	Air Quality, Health Effects, Noise, Socioeconomic, Other Environmental Issues
Robert T. Howard	Superintendent of Schools, Elk Grove Township Schools	Written	VII-76	Air Quality, Noise, Other, Surface Transportation, Socioeconomic, Cumulative Impacts, Agency and Public Coordination
Marion P. Hunt, P.E.	Park Ridge	Written	VII-122	Air Quality (Submitted tree stems with comments.)
Alan Huskie	Park Ridge	Written	VII-359	Alternatives
Bob Imielski	Bensenville	Written	VII-31	Other, Socioeconomic
Keith Jensen	Elk Grove Village	Oral	VI-306	Air Quality, Noise, Quality of Life, Socioeconomic, Alternatives, Safety
Craig B. Johnson	Mayor, Elk Grove Village	Written	VII-124-129	Submitted Statement of Congressman Henry Hyde - Project Description, Other, Surface Transportation, Alternatives, Agency and Public Coordination, Aviation Forecasts, Purpose and Need
James Johnson	Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde	Oral	VI-183	Project Description, Purpose and Need, Surface Transportation, Agency and Public Coordination, Aviation Forecasts
Patricia Johnson	Bensenville	Oral	VI-202	Noise, Air Quality, Surface Transportation, Socioeconomic
Rich Johnson	Bensenville Park District	Oral	VI-371	Other, Surface Transportation
Harvey I. Kahler	Chicago	Written	VII-320-332	Agency and Public Coordination, Other, Project Description, Surface

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Tyrone Kalogeresis	Bensenville	Oral	VI-271	Transportation, Safety, Security
Sherry Kamke	US Environmental Protection Agency	Oral	VI-80	Project Description, Aviation Forecasts, Socioeconomic, Alternatives, Other
Joseph Karaganis	Counsel, Suburban O'Hare Commission	Written	VII-198-200	Aviation Forecasts, Alternatives
Joseph Karaganis	Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pat Philip	Oral	VI-76-78, 98-107, 117	Agency and Public Coordination, Aviation Delays, Aviation Forecasts, Noise, Air Quality, Socioeconomic, Alternatives, Other Environmental Issues
Nancy L. Klaus	Bensenville	Written	VII-72	Other, Aviation Forecasts, Agency and Public Coordination, Surface Transportation, Project Description
Georgian Kline	Medinah	Written	VII-167-170	Air Quality, Noise, Safety, Other
Arlene Klitzke	Elk Grove Village	Oral	VI-168	Noise, Quality of Life, Other, Health Effects, Alternatives
William C. Klitzke	Elk Grove Village	Written	VII-308-309	Other, Noise, Socioeconomic, Security
William C. Klitzke	Elk Grove Village	Oral	VI-250	Socioeconomic, Safety
James L. Klocek	Elk Grove Village	Written	VII-22	Project Description, Other, Agency and Public Coordination, Surface Transportation
David P. and Mary Ann Krebs	Elk Grove Village	Written	VII-2	Other, Noise, Socioeconomic, Safety, Alternatives
Everett Kuehlman	Elk Grove Village	Oral	VI-326	Noise
Ann Kuffel	Elk Grove Village	Written	VII-173-174	Purpose and Need, Alternatives, Socioeconomic, Noise, Air Quality, Health Effects, Safety

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Susan Kuffel	Elk Grove Village	Written	VII-175-176	Purpose and Need, Alternatives, Socioeconomic, Noise, Air Quality, Health Effects, Safety
Marian Kurzeja	Bensenville	Written	VII-54	Aviation Delays, Aviation Forecasts, Noise, Air Quality, Safety, Alternatives, Socioeconomic, Other
Walter Kurzeja	Bensenville	Written	VII-33	Purpose and Need
Walter Kurzeja	Bensenville (CF #2)	Written	VII-369	Other, Quality of Life, Noise, Air Quality, Safety
Philip M. Lacivita	Bensenville	Written	VII-138	Other, Safety, Noise
Emerson Ladd	Elk Grove Village	Written	VII-10	Other, Noise, Socioeconomic, Purpose and Need
Kathy A. Lane	Bensenville	Oral	VI-261	Other, Security, Alternatives, Socioeconomic
Fred Larson	Elk Grove Village	Written	VII-295	Other, Socioeconomic
Paul and Teresa Latourney	Roselle	Written	VII-274	Noise
Mike B. Leark	Elk Grove Village	Written	VII-136	Noise, Purpose and Need
Howard A. Learner	Executive Director, Environmental Law & Policy Center	Written	VII-192-197	Agency and Public Coordination, Other, Cumulative Impacts, Air Quality, Other Environmental Issues, Surface Transportation, Project Description
Shirlanne Lemm	President, Greater O'Hare Association	Written	VII-182	Socioeconomic, Quality of Life, Air Quality, Noise
Charles & Alice Louko	Elk Grove Village	Written	VII-20	Air Quality, Noise, Safety, Other, Alternatives
Charles Louko	Elk Grove Village	Oral	VI-269	Purpose and Need, Air Quality,

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Carla M. Lyons	Bensenville	Oral	VI-206	Alternatives, Other
Carla M. Lyons	Bensenville (Addendum to Transcript)	Oral	VI-220	Quality of Life, Socioeconomic, Other Environmental Issues
Daniel J. Lyons	Bensenville	Oral	VI-175	Socioeconomic, Other Environmental Issues
Dorrie Madonna	Wood Dale	Oral	VI-223	Other, Socioeconomic
Dr. Ralph Madonna	Wood Dale	Oral	VI-317	Agency and Public Coordination, Socioeconomic, Surface Transportation, Quality of Life, Air Quality, Noise, Alternatives, Aviation Forecasts
Mrs. Teresa Maioriello	Elk Grove Village	Written	VII-58	Surface Transportation, Quality of Life, Socioeconomic, Air Quality, Noise, Alternatives
Stan Malinowski	Park Ridge	Written	VII-48	Noise, Health Effects, Quality of Life, Socioeconomic, Purpose and Need, Air Quality
Julie Malon	Elk Grove Village	Written	VII-315	Quality of Life, Air Quality, Noise, Surface Transportation, Socioeconomic, Alternatives
Art Markowski	Bensenville	Oral	VI-281	Agency and Public Coordination, Alternatives, Surface Transportation, Socioeconomic, Other Environmental Issues
Sylvia Matezak	Bensenville	Written	VII-62	Air Quality, Surface Transportation, Other Environmental Issues
Lillian Mayer	Elk Grove Village	Written	VII-66	Noise, Air Quality, Socioeconomic, Safety, Other, Aviation Delays

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Name	Organization/Affiliation	Form of Comment	Page	Type of Comment
Lucie McDaniel	Elk Grove Village	Oral	VI-323	Socioeconomic, Agency and Public Coordination
Martin McGowan	Elk Grove Village	Written	VII-286	Surface Transportation, Socioeconomic, Alternatives
Kevin McLaury	Federal Highway Administration	Oral	VI-36	Surface Transportation, Cumulative Impacts, Safety, Project Description
William Meitzlor	Elk Grove Village	Written	VII-108-111	Surface Transportation, Other, Socioeconomic, Air Quality, Alternatives, Quality of Life
Lucia Meltz	Bensenville	Written	VII-34	Other, Purpose and Need
Mr. & Mrs. A. Michaels	Roselle	Written	VII-13	Noise, Air Quality, Health Effects, Socioeconomic
Emily Mlynarski	Bensenville	Written	VII-185	Air Quality, Noise
Ted Monnegato	Elk Grove Village	Written	VII-5	Noise, Socioeconomic, Air Quality, Safety, Agency and Public Coordination
Ruth Monteleone	Bensenville	Written	VII-63	Quality of Life, Health Effects, Safety
Bill Morrison	Park Ridge	Oral	VI-158	Safety, Other, Air Quality, Health Effects
Arlene J. Mulder	Mayor, Village of Arlington Heights and Chairperson, O'Hare Noise Compatibility Commission	Written	VII-147-157	Noise, Quality of Life (Attachment from the O'Hare Noise Compatibility Commission)
William J. Mueller	President, DuPage Mayors and Managers Conference	Written	VII-201-202	Agency and Public Coordination, Project Description, Purpose and Need, Aviation Forecasts, Alternatives, Surface Transportation, Other, Other Environmental Issues, Socioeconomic Alternatives
Mr. and Mrs. Robert R. Muff	Elk Grove Village	Written	VII-298	Socioeconomic, Noise, Safety, Alternatives

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Name	Organization/Affiliation	Form of Comment	Page	Type of Comment
J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq.	Shaw Pittman LLP and Karaganis & White Ltd.	Written	VII-205-231	Agency and Public Coordination, Purpose and Need, Alternatives, Other, Cumulative Impacts, Noise, Surface Transportation, Socioeconomic, Air Quality, Health Effects, Security, Aviation Forecasts, Other Environmental Issues
Sandy Murdock	Village of Bensenville, Elk Grove Village, and the City of Park Ridge	Oral	VI-87	Agency and Public Coordination, Aviation Delays, Other, Purpose and Need, Alternatives, Project Description, Aviation Forecasts, Security, Air Quality, Noise
William Muzyka	Bensenville	Oral	VI-259	Socioeconomic, Alternatives
Josephine Naemy	Des Plaines	Written	VII-45	Noise, Air Quality, Other Environmental Issues
M. Nelson	Elk Grove Village	Written	VII-368	Other, Surface Transportation, Noise, Alternatives, Safety, Purpose and Need, Air Quality
Patricia A. Nelson	Des Plaines	Oral	VI-124	Air Quality, Other, Purpose and Need, Noise, Other Environmental Issues, Safety, Surface Transportation, Health Effects, Quality of Life
Nery Ken Niven	Bensenville Elk Grove Village	Written Written	VII-68 VII-191	Other, Air Quality, Noise, Socioeconomic Effects, Quality of Life
No Name 1		Written	VII-352	Socioeconomic, Noise, Purpose and Need, Other, Alternatives
No Name 2		Written	VII-353	Alternatives, Purpose and Need, Socioeconomic, Noise, Quality of Life
No Name 3		Written	VII-354	Socioeconomic, Health Effects
No Name 4		Written	VII-355	Air Quality, Safety, Noise
				Other, Socioeconomic, Purpose and Need,

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Name	Organization/Affiliation	Form of Comment	Page	Type of Comment
No Name 5		Written	VII-316	Air Quality, Safety
No Name 6		Written	VII-317	Noise, Air Quality, Health Effects
No Name 7		Written	VII-112-113	Socioeconomic, Health Effects
				Purpose and Need, Alternatives, Aviation Forecasts, Security, Surface Transportation, Noise, Air Quality, Socioeconomic, Other Environmental Issues
Jackie O'Connor	Elk Grove Village	Written	VII-273	Agency and Public Coordination, Air Quality, Health Effects, Quality of Life, Safety
Paul O'Connor	Executive Director, World Business Chicago	Written	VII-105-107	Socioeconomic, Alternatives, Noise, Aviation Delays
John O'Keefe	Elk Grove Village	Oral	VI-321	Other, Agency and Public Coordination, Socioeconomic, Alternatives
Joseph Oliveto	Elk Grove Village	Written	VII-314	Noise, Safety, Agency and Public Coordination
Cathy Olson	Elk Grove Village	Written	VII-6	Safety, Quality of Life
Marina C. Oracion	Bensenville	Written	VII-70	Noise, Air Quality, Socioeconomic, Other, Alternatives, Quality of Life
Joe Oskin	Elk Grove Village	Written	VII-24	Other, Air Quality, Noise, Quality or Life
Emily Oskin	Elk Grove Village	Written	VII-25	Safety, Quality of Life, Air Quality, Aviation Delays
Nick Pappas	DuPage County Department of Development and Environmental Concerns	Oral	VI-108	Air Quality, Noise, Health Effects, Purpose and Need, Socioeconomic, Cumulative Impacts
Gary and Barbara	Elk Grove Village	Written	VII-356-357	Agency and Public Coordination, Noise,

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Parrin				Air Quality, Surface Transportation, Socioeconomic, Aviation Delays
Steve Partman	Elk Grove Village	Oral	VI-266	Other, Alternatives, Socioeconomic, Surface Transportation, Noise, Project Description
John Passarelli	Elk Grove Village	Written	VII-310-311	Other, Noise, Air Quality, Alternatives, Socioeconomic
Norman J. Pater	Park Ridge	Written	VII-78-80	Delay, Safety, Noise, Air Quality, Agency and Public Coordination, Alternatives
Michael W. Payette	Assistant Vice President, Government Affairs-Central Region, Union Pacific Railroad Company	Written	VII-186-187	Other, Agency and Public Coordination
Michael W. Payette	Union Pacific Railroad	Oral	VI-111	Agency and Public Coordination, Surface Transportation
Pat Pechnick	Illinois Department of Transportation, Division of Highways	Oral	VI-84	Surface Transportation, Socioeconomic
Oronzo and Concetta Peconio	Bensenville	Oral	VI-309	Other, Noise, Health Effects, Alternatives
Gary Pelz	Elk Grove Village	Written	VII-56	Quality of Life, Alternatives
Clyde Penicnak		Written	VII-305	Other
Arlene Peters	Bensenville	Written	VII-319	Alternatives, Noise, Air Quality, Quality of Life, Agency and Public Coordination
Arlene Peters	Bensenville	Oral	VI-276	Other, Noise, Air Quality, Safety, Agency and Public Coordination, Purpose and Need, Socioeconomic
Pete Peters	Bensenville	Oral	VI-313	Noise

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Rick Pettigill	Illinois Environmental Protection Agency, Division of Water Pollution Control	Oral	VI-39	Other Environmental Issues, Air Quality
Dolores C. Pino	Morton Grove	Written	VII-189	Other, Alternatives, Air Quality, Safety, Noise, Health Effects
Joe Polka	Elk Grove Village	Oral	VI-237	Agency and Public Coordination, Alternatives, Other, Socioeconomic
Joe Ponko	Elk Grove Village	Oral	VI-308	Socioeconomic, Security, Other, Air Quality, Alternatives
Henry Prangl	Bensenville	Written	VII-38	Air Quality, Noise
Daniel Pritchett	Village President, Franklin Park	Oral	VI-362	Other, Other Environmental Issues, Surface Transportation, Noise, Air Quality, Agency and Public Coordination
Michael Procopio	Bensenville	Written	VII-47	Air Quality, Alternatives
Michael Procopio	Bensenville	Oral	VI-265	Safety, Health Effects
Roy & Mary Ann Provenza	Norridge	Written	VII-139	Other, Health Effects, Air Quality, Safety, Alternatives
Tony Pulciani	Bensenville	Written	VII-16	Air Quality, Health Effects, Noise
Tony Pulciani	Bensenville	Written	VII-17	Air Quality, Health Effects, Noise
Claudine Quevedo		Written	VII-184	Noise, Air Quality, Socioeconomic, Other, Alternatives
Greg Quevedo	Elk Grove Village	Oral	VI-171	Other, Noise, Air Quality, Socioeconomic, Purpose and Need, Agency and Public Coordination, Safety, Quality of Life
Leslie M. Quevedo	Elk Grove Village	Written	VII-137	Noise, Air Quality, Other, Socioeconomic
Bob Rackou	Bensenville	Oral	VI-305	Socioeconomic, Safety
Leanne Redden	Leanne Redden (Director of	Written	VII-4	Quality of Life, Safety, Other

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Name	Organization/Affiliation	Form of Comment	Page	Type of Comment
Harold Reed	Transportation, Village of Schaumburg)	Oral	VI-280	Purpose and Need, Noise, Air Quality, Surface Transportation, Socioeconomic
Jim Roberts	Elk Grove Village	Written	VII-8	Socioeconomic, Project Description
Rosa Rodriguez	Bensenville	Oral	VI-139	Other, Socioeconomic, Quality of Life
Mike Rogers	Illinois Environmental Protection Agency, Air Quality Planning	Oral	VI-38	Air Quality, Noise, Other Environmental Issues
John D. Rogner	Field Supervisor, United States Department of Interior, Fish and Wildlife Service	Written	VII-261-262	Alternatives, Other Environmental Issues
Leonard Rogus	Bensenville	Written	VII-60	Air Quality, Noise, Health Effects, Socioeconomic, Other
Leonard Rogus	Bensenville	Written	VII-61	Other, Air Quality, Health Effects
Leonard Rogus	Bensenville	Oral	VI-297	Air Quality, Health Effects, Other, Alternatives, Agency and Public Coordination
Kevin Ronchen	Niles	Oral	VI-253	Alternatives
Gerald J. Roper	President and CEO, Chicagoland Chamber of Commerce	Written	VII-44	Other, Socioeconomic, Air Quality, Noise, Alternatives
Ann & Bob Rose	Elk Grove Village	Written	VII-294	Other
Sheila Rudden-Shoney	Elk Grove Village	Written	VII-49	Other, Surface Transportation, Noise, Air Quality
Ross Ruthenberg		Written	VII-306	Agency and Public Coordination
Jack Saporito	Executive Director, Alliance of	Written	VII-143	Agency and Public Coordination, Health

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	Residents Concerning O'Hare, Inc.			Effects, Socioeconomic
Jack Saporito	Alliance of Residents Concerning O'Hare Letter 2	Written	VII-235-260	Agency and Public Coordination, Air Quality, Socioeconomic, Other, Other Environmental Issues, Surface Transportation, Safety, Health Effects, Aviation Forecasts, Aviation Delays, Cumulative Impacts
Jack Saporito	Alliance of Residents Concerning O'Hare, Inc. (Written Testimony)	Written	VII-88-92	Other, Purpose and Need, Air Quality, Noise, Health Effects, Agency and Public Coordination
Jack Saporito	Alliance of Residents Concerning O'Hare, Inc.	Written	VII-275	Agency and Public Coordination
Jack Saporito	Alliance of Residents Concerning O'Hare, Inc.	Written	VII-280	Agency and Public Coordination
Jack Saporito	Alliance of Residents Concerning O'Hare, Inc.	Oral	VI-141	Other, Purpose and Need, Air Quality, Noise, Health Effects, Agency and Public Coordination
Donna Sbertoli	Elk Grove Village	Written	VII-272	Other, Health Effects, Socioeconomic, Agency and Public Coordination
Susan L. Schell	Elk Grove Village	Written	VII-67	Noise, Air Quality, Socioeconomic
Richard Schierhorn	Bensenville	Written	VII-50	Socioeconomic
Robert J. Schillerstrom	DuPage County Environmental Committee, Development & Environmental Concerns	Written	VII-232-234	Cumulative Impacts, Health Effects, Air Quality, Safety, Noise, Agency and Public Coordination, Aviation Delays, Socioeconomic, Alternatives, Surface Transportation
Hermann Schmidt	Wood Dale	Written	VII-281	Quality of Life, Air Quality, Noise,

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Joe Schuessler	Metropolitan Water Reclamation District of Greater Chicago	Oral	VII-110	Socioeconomic, Surface Transportation, Safety, Other Other Environmental Issues
Don Scott	Elk Grove Village	Written	VII-26	Socioeconomic
Don Scott	Elk Grove Village	Oral	VI-302	Noise
Patricia Scott	Elk Grove Village	Written	VII-64	Other, Noise, Purpose and Need, Alternatives, Socioeconomic
Patricia Scott	Elk Grove Village	Written	VII-135	Safety, Alternatives
Monte Sellers	Arlington Signs & Banners	Written	VII-181	Other, Socioeconomic, Aviation Delays, Air Quality, Surface Transportation
Robert L. Severson	Elk Grove Village	Oral	VI-251	Safety
Edward and Marianne Shad	Bensenville	Oral	VI-278	Other, Noise, Safety, Surface Transportation, Health Effects, Air Quality
Bill Shannon	Elk Grove Village	Oral	VI-303	Agency and Public Coordination, Alternatives, Other
F. Doyle Shea	Medinah	Written	VII-164-166	Other, Alternatives, Noise, Socioeconomic, Safety, Air Quality
Dennis Shean	Park Ridge	Written	VII-9	Noise, Air Quality
Jeffrey T. Sherwin	Mayor, City of Northlake	Written	VII-333	Other, Socioeconomic
Jeffrey T. Sherwin	Mayor, City of Northlake Resolution Number R-16-2001	Written	VII-335-338	Socioeconomic, Noise
Jeffrey T. Sherwin	Mayor, City of Northlake Resolution Number R-17-2001 (Newspaper attached)	Written	VII-339-351	Noise

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Jeffrey T. Sherwin	Mayor, City of Northlake	Oral	VI-370	Other Environmental Issues, Other
David Shreiner	Shreiner Company	Written	VII-15	Project Description
Bob Snyder	Delta-Wye Electrical Contractors, Elk Grove Village	Written	VII-188	Other, Socioeconomic, Quality of Life, Air Quality, Noise, Alternatives
Richard Soline	Bensenville	Oral	VI-164	Socioeconomic, Other
Mary Spiezio	Elk Grove Village	Oral	VI-260	Quality of Life, Safety, Socioeconomic
May Spizzo	Elk Grove Village	Written	VII-65	Quality of Life, Air Quality, Safety, Noise
Robert Springer		Written	VII-18	Project Description
Patti Steffensen	Bensenville	Written	VII-27	Noise, Air Quality, Socioeconomic, Alternatives
Raymond J. Strelau	Elk Grove Village	Written	VII-367	Socioeconomic, Other
Louis Tanner	Elk Grove Village	Written	VII-36	Other, Alternatives, Noise, Quality of Life
Louis Tanner	Elk Grove Village	Oral	VI-177	Other
Timothy A. Taylor	Bensenville	Written	VII-74-75	Other, Surface Transportation, Noise, Air Quality, Socioeconomic
Mrs. Terracina	Elk Grove Village	Written	VII-292	Quality of Life
Gregory Thorson	Chicago	Written	VII-40	Project Description, Alternatives
Gregory Thorson	Board of Director, Illinois Rail	Oral	VI-294	Surface Transportation, Agency and Public Coordination, Socioeconomic
Larry Tidrick	Elk Grove Village	Written	VII-299	Purpose and Need
David Tomzik	Secretary, Midwest High Speed Rail Coalition	Oral	VI-155	Alternatives
John C. Tone	Denver, Colorado	Written	VII-3	Purpose and Need, Aviation Delays, Project Description, Agency and Public Coordination, Surface Transportation
Ron Tuozzo	Elk Grove Village	Oral	VI-320	Noise, Other
Steve Unger	Elk Grove Village	Written	VII-32	Alternatives, Project Description, Agency

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Chicago O'Hare International Airport

Table 9
Scoping Commentors

Name	Organization/Affiliation	Form of Comment	Page	Type of Comment
Gwen Vaccarino Norene Vacura	Elk Grove Village Bensenville	Written Written	VII-293 VII-287	and Public Coordination, Surface Transportation, Socioeconomic, Safety, Noise Socioeconomic, Quality of Life Alternatives, Aviation Forecasts, Purpose and Need, Other, Noise, Health Effects, Security
Mario A. Valente Anthony J. Vecchiollo	Bensenville Bensenville	Written Oral	VII-140 VI-137	Socioeconomic Other, Socioeconomic, Quality of Life
Ty Warner	Will County Planning Department	Oral	VI-110	Alternatives, Aviation Forecasts
Barbara L. Warrington	Elk Grove Village	Written	VII-81-82	Other, Safety, Noise, Socioeconomic, Quality of Life, Agency and Public Coordination
Rosaleen and Tony Waters	Elk Grove Village	Written	VII-51	Other, Noise, Air Quality, Quality of Life, Socioeconomic, Purpose and Need
Robin Weaver	Elk Grove Village	Written	VII-291	Other, Noise, Air Quality, Socioeconomic, Surface Transportation, Alternatives, Safety
Marian Werner	Park Ridge	Written	VII-141	Safety, Other, Noise
Kenneth A. Westlake	Chief, Environmental Planning and Evaluation Branch, US Environmental Protection Agency	Written	VII-266-270	Agency and Public Coordination, Aviation Forecasts, Cumulative Impacts, Alternatives, Other, Air Quality, Other Environmental Issues
Ronald W. Wietscha	Mayor, City of Park Ridge	Oral	VI-287	Agency and Public Coordination, Other, Air Quality, Noise, Health Effects, Safety, Alternatives, Socioeconomic

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Chicago O'Hare International Airport

Table 9
Scoping Commentors

Name	Organization/Affiliation	Form of Comment	Page	Type of Comment
				(Submitted Preliminary Study and Analysis of Toxic Air Pollutant Emissions From O'Hare International Airport and the Resulting Health Risks Created By These Toxic Emissions In Surrounding Residential Communities, August 2000 – Volumes 1-4)
Ronald W. Wietschka	Mayor, City of Park Ridge	Written	VII-130-132	Submitted letter pertaining to the World Gateway Program
John A. Williams	Elk Grove Village	Written	VII-300	Other, Socioeconomic
Mike Williamson		Oral	VI-41	Surface Transportation
Richard Wilson	Des Plaines	Written	VII-171-172	Noise, Air Quality, Health Effects, Other, Safety, Quality of Life
Katrina Winogradzki	Park Ridge	Written	VII-52	Socioeconomic
Bill Winton	Harwood Heights	Written	VII-30	Security, Alternatives, Surface Transportation
Brenda Wojcek	Elk Grove Village	Written	VII-39	Socioeconomic, Agency and Public Coordination
Delores Wojcik	Bensenville	Oral	VI-297	Socioeconomic
Robert Yee		Written	VII-302	Purpose and Need, Other, Socioeconomic, Alternatives, Safety
Larry and Carole Zerwas	Elk Grove Village	Written	VII-285	Other
Andy Zumer	Park Ridge	Written	VII-99-104	Security, Alternatives, Other, Health Effects

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
A. Purpose and Need		
A-1	Based on the economy and the stock market, I think that it's going to be a number of years before any expansion would be needed and it wouldn't be at O'Hare.	William Baird (Bensenville) p. VI-217
A-2	We realize O'Hare must expand, but I think this runway needs to be looked at all over again.	Tom Becker (Des Plaines) p. VI-136
A-3	The airlines are losing money at a staggering rate. Especially United and American, which are the major tenants and advocates of this expansion. They cannot even afford their daily operations, but are going to back the building of the airport expansion at O'Hare. No way.	Robert Bensen (Bensenville) p. VII-279
A-4	There are many times when planes are not even taking off or landing during bad weather. How are more runways going to help?	Robert Bensen (Bensenville) p. VII-279
A-5	O'Hare expansion is not necessary. The major airlines, i.e. American, United, and other carriers are cutting back their flights by at least 10 percent to 20 percent. If flights are decreasing why do we need to expand O'Hare by 100 percent? A number of airlines are going into bankruptcy or losing inordinate amounts of money.	Jeffrey and Margaret Blick (Park Ridge) p. VII-276
A-6	The only reason Daley wants to increase capacity is the political patronage that will be granted to him at election time. Any reasonable, logical person looking at this situation knows that O'Hare airport does not need to be expanded. The taxpayers of Illinois do not want this project. The city of Chicago cannot afford it. The airlines can't pay for this Daley	Jeffrey and Margaret Blick (Park Ridge) p. VII-277

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
A-7	The program builds on our existing resources and infrastructure. Not only is this the most efficient way to reduce delays, it also minimizes any impact to the environment. The area around O'Hare is already well developed, home to some of the largest industrial parks in the country. This isn't the case with a proposed south suburban airport, which would require thousands of acres of pristine farmland to be destroyed.	Al Borgman (Director of Air Freight Operations, AIP Trucking, Inc.) p. VII-41
A-8	We need O'Hare to operate in top form, under the highest levels of safety and efficiency.	Al Borgman (Director of Air Freight Operations, AIP Trucking, Inc.) p. VII-41
A-9	We need to develop a cohesive air and land transportation network that will allow the entire region to share the benefits and costs of success. We need to begin building a new major airport southwest of Chicago to complete the circle of major air transport around the city. We need to improve and use regional airports such as DuPage, Gary, Rockford, and Milwaukee for smaller commercial and cargo operations serving those areas and functioning as intermediate stops for cross-country transit. We need to develop high-speed, highly efficient land-based transport network feeding, and connecting these airports so the air carrier's burden of multiple locations is mitigated and profitability is attained.	Gary Bottje (Roselle) p. VII-183
A-10	I cannot see the land acquisition. And thank God that the land acquisition is outside of Cook County, because if that suit had been filed in Cook County, I doubt very much whether we would have the situation that has worked out so well for us now with Daley and his cohorts being told that they would be held in	Virginia S. Brauweiler (Park Ridge) p. VI-163

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
	contempt of court if they acquired any more land. The other headline I was proud of was when they said – the lawyers came to the judge and she asked for the document on the historic agreement between Ryan and Daley, and they were dumbfounded because there was no written agreement.	
A-11	On the O'Hare expansion, the Chicago O'Hare expansion project is in part designed by a group of airlines whose lack of management skills is placing them on the brink of bankruptcy, while successful, well-managed airlines, such as Southwest, profitable since September 11 th , and ATA, are not even allowed to operate at O'Hare. Because of one politician's desire to boast "World's Busiest Airport," he succeeds at getting other politicians to vote to dilute governor and state's rights. This will be a cost to future generations.	Tom Callahan (Elk Grove Village) p. VI-263, p. VII-133 No Name 7 p. VII-112
A-12	Expansion of O'Hare including runway configuration is vital to the future of, not only Chicago, but all of northeast Illinois and Northwest Indiana. I firmly believe that without the planned expansion the future hold little promise for the area to be considered a leader in business. All my peers have basically the same view. We must expand.	Andrew J. Costanza p. VII-304
A-13	O'Hare expansion is a sham. It is worthless. It has no value for the region.	Charles F. Drake (Bensenville) p. VII-69
A-14	Expanding the airport is not going to solve your problems. If anything it will create more delays.	Kathleen Drwila p. VII-358
A-15	I think that O'Hare needs the runways.	Andrew Duffy (Elk Grove Village) p. VII-35
A-16	American and United are cutting back on flights because of heavy lose. They can't put in money as you people expect, so	Bill Edenhofen (Bensenville) p. VII-370

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
A-17	why not cut back. The good ole days are gone. I feel that runway South 9-27 is unneeded.	John Ewald (Elk Grove Village) p. VII-371
A-18	Does more terrorist activity have to occur in which planes explode over our heads, before someone finally figures out that what we need is not expansion, but better security?	Mr. & Mrs. Patrick Ferreri (Park Ridge) p. VII-84
A-19	Additional runways will relieve congestion, at take-off, only temporarily.	Mr. & Mrs. Patrick Ferreri (Park Ridge) p. VII-85
A-20	This project will not fix the congestion problem.	Barb Fitzpatrick (Bensenville) p. VII-360
A-21	We know the expansion will not help the problems that currently exist.	Barb Fitzpatrick (Bensenville) p. VI-205
A-22	There is room for improvement at O'Hare. But with travel down and airlines pulling out of the deal, it's time to take some time to decide what's right.	Garry Gardner (Bensenville) p. VII-55
A-23	Under the modernization program, flight delays will be reduced by 95 percent in bad weather and 79 percent overall. This in turn will reduce the number of homes in the 65 DNL or higher area by 34 percent as well as emissions because aircraft won't have to spend the time idling at the gates and on the ground. And environmental initiatives in place at O'Hare have already reduced emissions by more than a third since 1990.	Heribert E. Gardner (LaGrange Park) p. VI-123
A-24	Why does the City of Chicago believe that building the airport bigger will make it better? I strongly believe bigger is not better in this case. Why do they feel they can come into a community that's not in their county? We don't benefit any such way in DuPage County or in Bensenville from that airport.	Sally Grace (Bensenville) p. VI-316

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
	We get all the negative impact of it and no benefits. So it does no serve us to have a bigger airport.	Christine Hertzberg (Elk Grove Village) p. VII-284
A-25	With everything that happened on September 11, 2001, I do not feel we need a larger airport. Once the airports get up to full force again and actually need more space, at some point we still will need another airport. We cannot keep expanding O'Hare.	James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-188, 189, Craig B. Johnson (Mayor, Elk Grove Village –Submitted Statement of Congressman Henry Hyde) p. VII-128, 129, John Geils (Mayor, Bensenville – Submitted Statement of Congressman Henry Hyde)
A-26	If United and American (or any successor corporations) cannot afford, World Gateway Program, how can they finance the “O’Hare Modernization Program.” It is critically important that we have a spirit of full financial disclosure.	p. VII-97, 98
A-27	What terminals and access roadways are needed to accommodate 76 million boarding passengers that Chicago says the runway plan can accommodate? What are the costs and environmental impacts of these necessary elements?	James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-184, Craig B. Johnson (Mayor, Elk Grove Village – Submitted Statement of Congressman Henry Hyde) p. VII-126, John Geils (Mayor, Bensenville – Submitted Statement of Congressman Henry Hyde) p. VII-95 Ann Kuffel (Elk Grove Village) p. VII-173 Susan Kuffel (Elk Grove Village) p. VII-175
A-28	The proposal was developed prior to the events of September 11, 2001. The expansion proposal was devised at a time when increased air travel was anticipated, not the economic recession we are now experiencing. The FAA must review the proposal with this in mind, so as not to spend billions of taxpayer dollars for terminals and runways that are not needed and will not be used.	
A-29	I fail to understand how Hartsfield with half the acreage that O’Hare has is capable of 900,000 operations with only four	Walter Kurzeja (Bensenville) p. VII-33

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
	parallel runways. Why can't O'Hare reconfigure within its present footprint?	
A-30	With the airlines in such poor financial condition I seriously wonder if there is a real need to expand O'Hare.	Emerson Ladd (Elk Grove Village) p. VII-10
A-31	Since the airport hasn't been as busy as before 9/11, I don't think you really need these.	Mike B. Leark (Elk Grove Village) p. VII-136
A-32	I don't see why now that they want to even go forward with this when the airlines don't want to even pay for some of the costs of the expansion. Why in the world do we need more runways and stuff when the airport is, when they are decreasing?	Charles Louko (Elk Grove Village) p. VI-270
A-33	Please do not expand the airport runways. It's not needed - less people fly today since 9/11. Along with hurting my life, my home, my neighbors, this is a huge waste of money.	Mrs. Teresa Maioriello (Elk Grove Village) p. VII-58
A-34	It's a tall tale that it helps the community, it helps Mr. Daley and Chicago not us.	Lucia Meltz (Bensenville) p. VII-34
A-35	The purpose of the project, to address long-term capacity needs, and the resultant increase in operations, should be explicitly stated rather than presumed through a list of anticipated benefits.	William J. Mueller (President, DuPage Mayors and Managers Conference) p. VII-201
A-36	Scoping has begun yet we have no real idea of the long-range plans of the carriers using O'Hare and the need for the proposed runway and roadway construction when the terminal project is changing and might not proceed.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-210
A-37	The plan demands that the purpose and need not just examine the micro issue of delays at O'Hare, but it must address whether other transportation solutions provide the nation, the region, and Chicago equivalent or superior results with less significant	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-213

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
	local, regional, and national environmental impacts; greater transportation capacity and efficiency; and at a reduced economic cost to those that would be affected by the proposed project.	
A-38	A more appropriate name and scope for the plan might be the “Chicago Regional Air Transportation Capacity Review.” Adoption of a broader regional perspective is consistent with recent FAA action – Logan Airport. It incorporated multimodal options and examined the capacity of other regional airports to solve Boston’s delay problems. Such a regional approach to airport system planning should be used with regard to the analysis of the proposed OMP and its transportation alternatives in the Chicago region.	J.E. Mundock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-214
A-39	The purpose and need is articulated in very narrow terms, the alternatives to be reviewed are similarly narrow. We want to make sure that the FAA is more nationally perspective rather than the City’s more parochial perspective.	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-91
A-40	We do not need to increase capacity of O’Hare to twice what it is now.	M. Nelson (Elk Grove Village) p. VII-368
A-41	The propaganda is based on that we’re going to eliminate three to seven minute delays.	Patricia A. Nelson (Des Plaines) p. VI-127
A-42	News reports say airlines are losing money, why expand?	Ken Niven (Elk Grove Village) p. VII-191
A-43	We don’t need expansion at O’Hare.	No Name 1 p. VII-352
A-44	I don’t feel this expansion is realistic since airlines are laying off people and cutting down on flights.	No Name 4 p. VII-355
A-45	Another important issue of concern to us is the 8 th or the	Nick Pappas (DuPage County Department of

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
	southermost runway, and we expect the EIS to again conduct a very thorough analysis as of the need for this southermost runway.	Development and Environmental Concerns p. VI-109
A-46	I think it's going to cost much, much more money than they are even thinking about right now, and I am very opposed to it. I think that we need to sit down – we need O'Hare. It isn't that we don't, because we need to have some better input from the residents around in the community that may lose their homes and tax dollars, etc.	Arlene Peters (Bensenville) p. VI-277
A-47	Mayor Daley only wants this poorly designed and unfair expansion to keep Chicago controlling tax dollars.	Arlene Peters (Bensenville) p. VII-319
A-48	The way they're going to reconfigure the runways isn't going to solve the problem. They're still going to get backed up because our airlines are overbooking.	Greg Quevedo (Elk Grove Village) p. VI-170
A-49	I am looking at the overall picture and the logic to what's going on. There just doesn't seem to be any logic to it. Taking Chicago out of the picture, tax dollars out of the picture, from what I understand, it's going to cost more, it's going to take longer. There are communities in the Chicagoland area that could use some rejuvenation that are just blighted, and they'd welcome an airport, and the tax revenue would still stay within the Chicagoland area. I fly out of O'Hare all the time, and it's so congested right now that doubling the capacity, which they are talking about, I can't see it.	Harold Reed (Elk Grove Village) p. VI-280
A-50	How can putting in more runways and hundreds of thousands more flights relieve O'Hare congestion? According to a Government Accounting Office report, building more runways is not the answer to O'Hare congestion. Among other problems	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VII-89; p. VI-143

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ID	COMMENT	COMMENTORS
	stated in the report, they would be overcrowded before they were finished and there are other serious questions as to whether the parallel runway concept would cause more weather delays.	Patricia Scott (Elk Grove Village) p. VII-64
A-51	The economy and recent events do not justify it.	
A-52	It is clear that the present hub and spoke system that major airlines are using is not financially workable. You cannot say at this time that we will need a larger O'Hare in five years.	Larry Tidrick (Elk Grove Village) p. VII-299
A-53	Modernization of O'Hare is critical. The benefits to the Nation's mobility in terms of annual reductions in delays and more reliable all-weather operations will be enormous.	John C. Tone (Denver, CO) p. VII-3
A-54	Mayor Daley says that if we do not expand O'Hare we will lose on the tourist trade. Who is he kidding. The majority of flights coming into O'Hare are connecting flights of passengers going somewhere else. What does it matter if a passenger coming from, for example, New York makes his connecting flight to Ft. Lauderdale in Peotone rather than O'Hare. Why don't the airlines and businesses get smarter. Many of the midday flights out of O'Hare are less than $\frac{1}{2}$ full. They are not running efficiently. Do they really need flights to Minneapolis, New York, etc., running on the hour every hour.	Norene Vacura (Bensenville) p. VII-287
A-55	The economy is too unstable at the moment and we don't even know that more airlines that fly out of O'Hare won't go bankrupt. Why spend all that money for an expansion that we might not even need. Who will end up paying for it?	Rosaleen and Tony Waters (Elk Grove Village) p. VII-51
A-56	The major airlines are in need of bail-outs or re-organization or possible bankruptcy protection. Air travel has seen a	Robert Yee p. VII-302

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
	significant down turn with the threats of terrorism and the delays of increased security concerns. The debate over the expansion of O'Hare has changed with the change in the overall economy and the down turn in the airline industry. It is naturally prudent that expansion plans be re-examined.	
B.	Project Description	
B-1	We do not have efficient and frequent high-speed intercity rail service as most other developed countries do. These problems are best addressed by an intercity high-speed rail system with frequent and quality service. This would include a combined rail and bus terminal directly connected to the air terminals by the people mover.	Reginald Arkell (Palos Park) p. VII-7
B-2	I strongly recommend that you publicize the option of coordinating fast trains (until a high speed rail system can be put in place) connecting O'Hare with the Midwest cities within 100-400 miles of Chicago, freeing up the slots (gates) and runways for long distance flights.	Ronald R. Boardman Jr. (Lake Forest) p. VII-313
B-3	The ultimate design of roadway improvements on the west side of the airport should utilize existing right of ways to the extent possible with minimal incursion on existing commercial and residential properties.	Peter R. Gennuso (Elk Grove Village) p. VII-142
B-4	Airside expansions must be accompanied by a new method of getting air travelers into and out of the airport. We ask that an intermodal passenger terminal be included in the scoping process. This terminal should, at minimum, be connected	Richard Harnish (Executive Director, Midwest High Speed Rail Coalition) p. VII-263

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ID	COMMENT	COMMENTORS
	directly to the existing people mover and should include facilities for both commuter rail and intercity passenger rail. It would also be valuable to include access for intercity buses. We envision a facility very similar to the rail station recently opened at Newark International. It appears that the most ideal location for this terminal would be at parking lot F, though other possible locations exist such as the proposed western terminals and at the intersection of Balmoral and Mannheim roads.	James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-183, 184, Craig B. Johnson (Mayor, Elk Grove Village –Submitted Statement of Congressman Henry Hyde) p. VII-126, John Geils (Mayor, Bensenville – Submitted Statement of Congressman Henry Hyde) p. VII-95
B-5	Exactly what is being proposed at O'Hare and in the O'Hare vicinity relating to expanded air transportation capacity at O'Hare? The scoping document refers to an airfield development concept with additional terminal expansion and various roadway and rail line relocations. Also included is a proposed western access. There is a glaring lack of information about the necessary terminal and roadway elements of the plan – particularly as to location, cost, and impact of these terminal and roadway elements.	Harvey I. Kahler (Chicago) p. VII-320
B-6	The potential convenience and economy of a single, coordinated multi-modal transportation center for the region is the chief reason for my support for expanding air travel capacity at O'Hare. Both the Illinois Association of Railroad Passengers and the Midwest High Speed Rail Coalition urge extending intercity rail passenger services to O'Hare. The substantial rail infrastructure around Chicago could be exploited far more extensively for enhanced intercity and suburban rail passenger Airport access. Bringing more trains to O'Hare would provide regional benefits. Offer alternatives to	OMP Scoping Summary DRAFT 53 December, 2002

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ID	COMMENT	COMMENTORS
	existing and often congested air and ground modes. Facilitate coordination among the multitude of transportation services at O'Hare. Expand access to nearby travel destinations from regional origins. The railway network in the Chicago area offers numerous opportunities for expanded airport access capacity using existing infrastructure and available capacity. The rail network offers strategically located stations with parking and, in many cases, local bus and taxi services throughout the region.	Harvey I. Kahler (Chicago) p. VII-322, 323
B-7	Given the considerable public support in one form or another given to all modes, the public benefits of each mode need to be weighed in the development of a comprehensive transportation policy and a facility with such far-reaching impacts as O'Hare Airport. Expanding rail services to O'Hare can be beneficial to the traveler in a number of roles and deserve accommodation regardless of current institutional problems. O'Hare is surrounded by rail lines that offer numerous opportunities for regional rail routes.	Tyrone Kalogeresis (Bensenville) p. VI-271
B-8	The runway design is insufficient to handle the proposed capacity of over a million flights.	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pate Philip) p. VI-104
B-9	The terminal design of the OMP appears to be highly contradictory and in conflict with the terminal assumptions of the WGP. Who is going to use the western terminal? How is the gate access and interchange between the western terminal and additional terminals going to go with WGP? Again no information has been provided.	James L. Klocek (Elk Grove Village) p. VII-22
B-10	Does Thondale Road now become Route 19? Why change Elmhurst Road when we already have Thorndale? What	54 DRAFT

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ID	COMMENT	COMMENTORS
B-11	happens to Irving Park Road and Touhy Avenue?	Howard A. Learner (Executive Director, Environmental Law & Policy Center) p. VII-192
B-12	The EIS must include a comprehensive analysis of the environmental issues of surface transportation, air quality, water quality, energy supply and use, solid waste, construction, and cumulative impacts. Well-crafted mitigation measures in these areas are environmentally sensible and economically feasible. They can help contribute to making O'Hare Airport achieve the reasonable and desirable goal of becoming the greenest airport in the nation.	Howard A. Learner (Executive Director, Environmental Law & Policy Center) p. VII-197
B-13	Other airports are far ahead of O'Hare in terms of accessibility by alternative means of transportation and modernization provides the opportunity for O'Hare to begin to close that gap by adding transportation alternatives such as high-speed rail links to O'Hare.	Howard A. Learner (Executive Director, Environmental Law & Policy Center) p. VII-194
B-14	What design elements can be addressed to help make the impacts less of an impact?	Kevin McLaury (Federal Highway Administration) p. VI-37
B-15	The project background should acknowledge that a third regional airport is part of the agreement reached by the Governor and Mayor on December 5, 2001.	William J. Mueller (President, DuPage Mayors and Managers Conference) p. VII-201
B-16	We disagree that W/GP is not part of the OMP. We have to look at the impacts. The demand has to go through terminals. The terminals have to be sized to the demand.	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-91, 92
B-17	The number of runways that Chicago is proposing compared to the amount of space it takes to put those up and the limitations	Steve Partman (Elk Grove Village) p. VI-268

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ID	COMMENT	COMMENTORS
	of what runways could be open doesn't fit based on the plan that Chicago suggests that they would use.	
B-18	The runway design violates FAA design safety regulations, standards and policies	Dolores C. Pino (Morton Grove) p. VII-189
B-19	Nothing should go west of York Road.	Jim Roberts (Elk Grove Village) p. VII-8
B-20	Fast frequent high quality rail service connected to O'Hare is the most important improvement needed. Rail service, more than any other improvement would increase efficiency now. Most European cities and their airports are linked directly to their inter-city rail network, with a suburban airport stop a few minutes away from the main downtown station.	David Shreiner (President, Shreiner Company) p. VII-15
B-21	If linked to O'Hare, high-speed rail service can play a crucial role in increasing efficiency and improving operations of the airport. Improvement plans should include a combined rail and bus terminal connected to terminals by a people mover.	Robert Springer, Reginald Arkell (Palos Park) p. VII-18
B-22	The plan should include rail passenger ground transportation: Amtrak, Metra, CTA. To the extent short-distance trains can help connecting jet travelers, add one less runway and don't demolish people's homes or farms.	Greg Thorson (Chicago) p. VII-40
B-23	I urge that provisions for inter-modal connections with the proposed Mid-West High Speed Rail Initiative be included in final plans.	John C. Tone (Denver, CO) p. VII-3
B-24	I also believe that we are not getting the full story regarding the circle highway, west entrance, pollution, noise, or environmental impact.	Steve Unger (Elk Grove Village) p. VII-32

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ID	COMMENT	COMMENTORS
C. Alternatives		
C-1	The City of Chicago should do what the City of Denver did and that is to annex I-57 down to Peotone and have an agreement with – work out an agreement with the mayors of the surrounding Peotone area so that proper planning could be done on the new airport and yet Chicago could still obtain some of the advantages of the individual fliers who pay a certain tax for use of the airport.	Ken Anderson (Elk Grove Village) p. VI-231
C-2	Hopefully something can be worked out to satisfy the airport's requirements, perhaps a third airport. A regional airport might be something to be looking at so that some of the pollution and noise that comes with an airport is not really put in one area alone, it's kind of spread out a little bit.	Mary Ann Andrews (Elk Grove Village) p. VI-181
C-3	They have Gary, which could be expanded for some use. Rockford is a good-sized airport. If you go to Peotone, there are thousands of people on the south side, who would love to have a job in Peotone. Build Peotone and give some of the people in another area a chance to have decent-paying jobs, quality jobs, and sort of permanent jobs. Possibly Rockford could take additional passengers and freight and that Peotone would handle additional flights of passengers and Gary could possibly hand some of the freight.	William Baird (Bensenville) p. VI-212-214, 216
C-4	The money for this building of the expansion of the airport, most of it is Federal money with some of it coming from the airlines. And my understanding is that will come from	William Baird (Bensenville) p. VI-215

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ID	COMMENT	COMMENTORS
	additional taxes on the passengers. The way things are in the economy a lot of people are not flying anymore. People are teleconferencing now. So that doesn't help the airline.	
C-5	Build a new airport.	Mike Baran (Elk Grove Village) p. VII-318
C-6	It would be more economically sound to go to Peotone and build it there and the airplanes are going to go where your airport is. There's got to be a way that would be better than messing up everybody's lives.	Karen Baxter (Bensenville) p. VI-315
C-7	Let's build the third airport.	Nancy, Pamela Bekeleski (Elk Grove Village) p. VII-307
C-8	A wiser approach would be to build a brand new airport either in Peotone or expand one or two of the other regional airports to allow for additional capacity.	Robert Bensen (Bensenville) p. VII-279
C-9	Business people no longer need to fly to a specific location to have a meeting. A virtual meeting, either voice or video can be held using modern technology, which saves companies a tremendous amount of time and money. If business people do not need to fly as much as they did before conferencing technology, why do we need to increase the capacity at O'Hare?	Jeffrey and Margaret Blick (Park Ridge) p. VII-277
C-9.1	I strongly recommend that you publicize the option of coordinating fast trains (until a high speed rail system can be put in place) connecting O'Hare with the Midwest cities within 100-400 miles of Chicago, freeing up the slots (gates) and runways for long distance flights.	Ronald R. Boardman Jr. (Lake Forest) p. VII-313
C-10	I am interested in getting a transportation policy that would coordinate rail, surface transportation and air transportation. I	Ronald P. Boardman, Jr. (Inter City Rail) p. VI-194-196

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ID	COMMENT	COMMENTORS
	<p>feel that we need to reserve the slots and busy runways at O'Hare for long-haul flights and should feed those flights with what I call a train-to-the-plane policy. We seem to be well behind. I just got back from Europe, and I noticed that the airlines used high-speed rail to deliver their passengers all over to various parts of the country, like Germany, for example. They come into Frankfurt by air and they go by fast rail to other cities in Germany. The other nations do the same thing, Switzerland, for example. At O'Hare we have the airlines ill-equipped to spend money on this and the taxpayer doesn't want to do a lot. A lot of these slots could be reserved for long flights, and the shorter flights would be – you'd substitute high-speed trains, first fast trains. Getting Amtrak to the airport would be easy because they have a track from Union Station. Unfortunately the people mover doesn't come to the Metra station at the airport, but it could easily be extended, at far less cost than trying to have a slot for every airplane. We can think in terms of a seamless transportation system that uses the highways and the railways and the airlines in their best possible strength, which would be to go long haul by air. It would save an awful lot of money in new gates and new runways.</p>	Ronald P. Boardman, Jr. (Inter City Rail) p. VI-196
C-10.1	<p>Now, I'll tell you one amusing story, although it's not very amusing given the situation now, but I thought it was funny at the time. When I suggested bringing Amtrak trains to O'Hare, the answer was we don't want trains to O'Hare because most of our parking revenue comes from – our drive to the airport. Well, I think – I hope we've gotten beyond that silly stage and that we now can think in terms of a seamless transportation</p>	

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ID	COMMENT	COMMENTORS
	system that uses the highways and the railways and the airlines in their best possible strength, which would be to go long haul by air, but not to these towns in between.	
C-11	It seems to me that Peotone would be a logical alternative that I can't believe that it's not being given more consideration. It's just common sense, that improvements should be made to O'Hare, it should be modernized, but that Peotone should be built.	Karyn Bock (Elk Grove Village) p. VI-275, 276
C-11.1	The program builds on our existing resources and infrastructure. Not only is this the most efficient way to reduce delays, it also minimizes any impact to the environment. The area around O'Hare is already well developed, home to some of the largest industrial parks in the country. This isn't the case with a proposed south suburban airport, which would require thousands of acres of pristine farmland to be destroyed.	Al Borgman (Director of Air Freight Operations, AIP Trucking, Inc.) p. VII-41
C-11.2	We need to develop a cohesive air and land transportation network that will allow the entire region to share the benefits and costs of success. We need to begin building a new major airport southwest of Chicago to complete the circle of major air transport around the city. We need to improve and use regional airports such as DuPage, Gary, Rockford, and Milwaukee for smaller commercial and cargo operations serving those areas and functioning as intermediate stops for cross-country transit. We need to develop high-speed, highly efficient land-based transport network feeding, and connecting these airports so the air carrier's burden of multiple locations is mitigated and profitability is attained.	Gary Bottje (Roselle) p. VII-183
C-12	The mayor and governor should consider the other airports that	Leslie A. Brace (Elk Grove Village)

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ID	COMMENT	COMMENTORS
	are in the area, Rockford, Milwaukee, Midway, Gary, surely these airports can aide in the eliminating the congestion at O'Hare.	p. VII-297
C-13	Jesse Jackson said it well, Peotone has six people for every one job and here at O'Hare there are six jobs for every one person.	Virginia S. Brauweiler (Park Ridge) p. VI-162
C-14	People complained O'Hare would never work because airlines wouldn't use it and it was too far. Critics are now making the same type of forecast about Peotone. All three airports will succeed very well, especially in 15 years when it will matter most.	Tom Callahan (Elk Grove Village) p. VI-263, 264, p. VII-133 No Name 7 p. VII-112
C-15	Chicago is fearful of airborne terrorist attacks. They are asking the NTSB for a change to the no-fly zone over Chicago. People in the suburbs also fear terrorist attacks. The third airport would reduce O'Hare's value as a prime target for terrorists.	Tom Callahan (Elk Grove Village) p. VI-264, p. VII-133 No Name 7 p. VII-112
C-16	The Peotone airport will bring 100,000 jobs, as well as billions of dollars in revenue and growth to the area, without the loss of downtime and delays built into the O'Hare expansion plan. Detroit, St. Louis, and DFW are waiting in the wings to capture the market this area will lose permanently by the disruption of service.	Tom Callahan (Elk Grove Village) p. VI-264, 265, p. VII-133 No Name 7 p. VII-112
C-17	How about putting the airport where the local people want the jobs and they can drive to it easily without adding to our congestion.	Carol Cichorski (Elk Grove Village) p. VII-364
C-18	Multiple airports work in other cities and one terrorist attack won't cripple those cities the way our one large airport would be devastated by an attack.	Carol Cichorski (Elk Grove Village) p. VII-364
C-19	Build another airport. Take some of this noise pollution away from this area. We need to feel safe again. We need	June M. Cirone (Elmhurst) p. VII-159

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ID	COMMENT	COMMENTORS
	improvement in the quality of our lives.	
C-20	I'm a big supporter of Peotone. Open land. Open space. If you build Peotone, you have more people going to work at Peotone.	Tom Crowe (Bensenville) p. VI-247
C-21	Build Peotone along with minor changes at O'Hare. Why stick more expansion, more congestion in an area that's to the max now when we can improve O'Hare, western access, and build Peotone and really solve some serious future aviation needs?	Tom Crowe (Bensenville) p. VI-248, 249
C-22	I'm concerned the southern suburbs need an incentive, then the Peotone airport, just as the northwest had the ability to grow from O'Hare, the southern suburbs should have the same situation because northwest suburban Cook County is underwriting a lot of the taxes that go for the southern suburbs. And if they had the impetus of jobs and ability for growth, it would even itself out, and perhaps our taxes wouldn't go as high, also.	Nancy Czarnik (Elk Grove Village) p. VI-234, 235
C-23	Expand Midway.	Kathleen Drwila p. VII-28
C-24	If Daley wants an airport expansion all he has to do is knock down from Cicero to Harlem and 55 th Street to 79 th Street, which is the City of Chicago.	Phillip Drwila (Elk Grove) p. VII-365
C-25	American and United are cutting back, they can't put in money as you people expected. Build a bigger Midway.	Bill Edenhofen (Bensenville) p. VII-370
C-26	Most large cities have two or three major airports, like California and New York. I don't need to state what airports they have. New York has three. California has like four. In LA they have three within 50 miles of each other. Chicago has two: O'Hare and Midway. If you drive out 55 or 57 and look at	Mark H. Evans (Elk Grove Village) p. VI-256

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ID	COMMENT	COMMENTORS
	the industry out towards Naperville, Joliet, Kankakee and Peotone, the industry is growing huge. It could use an airport easily. You have Gary airport within 20 miles. Travel there, any modern-type travel could get a person from O'Hare to Indiana to catch a flight within 20 minutes on a modern facility, bullet train, etc.	Mr. & Mrs. Patrick J. Ferreri (Park Ridge) p. VII-85
C-27	FAA spokesman stated that if another airport is built, that is farther away than O'Hare no one will go there. If no expansion ensues, won't the airlines eventually decide to where they can?	Mr. & Mrs. Patrick J. Ferreri (Park Ridge) p. VII-85
C-28	Why can't we have a large airport far out in the open country somewhere, and then have fast-moving trains to bring us out to them?	Mr. & Mrs. Patrick J. Ferreri (Park Ridge) p. VII-85
C-29	Cut down the number of flights and spread them out to other nearby airports. Create faster and efficient means of transportation to and from each of the airports instead of trying to cram all the business into one already over-stuffed airport.	Mr. & Mrs. Patrick J. Ferreri (Park Ridge) p. VII-85
C-30	I believe everything should be built at a new airport at a third location.	Barb Fitzpatrick (Bensenville) p. VI-206
C-31	If the real problem is airport efficiency, I feel great results could be obtained by involving surrounding airports i.e., Gary, Rockford, and Milwaukee to assist O'Hare.	Garry Gardner (Bensenville) p. VII-55
C-32	There must be other good and perhaps less expensive ways to provide for expanded air transportation for our metropolitan area.	Charles E. Glomski (Elk Grove Village) p. VII-87
C-33	The Airports of Tomorrow, a 20/20 look at meeting 2020 requirements. (Submitted Brochure)	Dr. H.K. Goerling (Park Ridge) p. VII-114-121
C-34	Build a terminal underground. The big hole they form, build a double rampart, an earthen wall around the entire airport. It	Helmut K. Goerling (Park Ridge) p. VI-153, 154

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ID	COMMENT	COMMENTORS
	would provide security and contain ground noise from surrounding areas. Also an underground tunnel with a people mover.	
C-35	Open a third airport to improve the quality of life and job situation for other people besides Elk Grove.	Humberto Gramajo (Elk Grove Village) p. VI-285
C-36	Allow the FAA to evaluate the plan on the merits, and remain open to other, potentially better alternatives, such as a new regional airport, that would alleviate pressure on O'Hare and better serve the entire Chicago region.	Ken and Ruth Haller (Park Ridge) p. VII-282
C-37	If expansion is necessary, why not try a field that is not a landlocked as O'Hare. Perhaps an area that is not as heavily, densely populated as O'Hare, i.e., Lake Calumet, Peotone, Gary and other sites.	Kathleen Hayes (Elk Grove Village) p. VI-156, 157
C-38	One possible solution to expansion problem. No expansion at the present time. There are 4 airports with control towers located in the Chicagoland area. These airports have vacant land around them with possible expansion for additional runways and hangars. These airports have major highways for ground transportation to them.	Alan Huskie (Park Ridge) p. VII-359
C-39	I think if they build a brand new airport all the people that live south of the City, Joliet and all of the surrounding towns, they'll use that airport instead of driving all the way up to O'Hare.	Keith Jensen (Elk Grove Village) p. VI-307
C-40	They should build the third airport in Peotone. The south area is depressed economically and will benefit from an airport.	Tyrone Kalogeresis (Bensenville) p. VI-273
C-41	I note that the title of the project is exclusively O'Hare Modernization project. That implies that the focus will be on O'Hare in the document. What I'm worried about is that the	Sherry Kamke (US Environmental Protection Agency) p. VI-80, 81

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ID	COMMENT	COMMENTORS
	alternatives - I am wondering about the level of analysis of all the other alternatives that you might bring up within the context of the EIS. It is important to note what the consequences of doing any infrastructure improvements at O'Hare will be to other airports in the region. What is FAA intending to do with respect to alternatives in the region? Is FAA intending to combine alternatives as an alternative to O'Hare?	
C-42	Concerned with the impact on competitive airfares and how alternatives to O'Hare expansion might enhance competition. Higher fare penalties inflicted because of the current lack of competition should be included in any cost-benefit analysis.	Joseph Karaganis (Counsel to Suburban O'Hare Commission) p. VII-199
C-43	I believe it's time to expand air traffic in the Chicagoland area by building a new airport geared towards future needs elsewhere, such as Peotone. Also expansion of other regional airports should occur. This would spread out the air traffic, which already extremely cramped around O'Hare, making it safer (I assume) and more livable for everyone.	Georgann Kline (Medinah) p. VII-168
C-44	A much more proactive and desirable solution to this problem is to build a third airport. The third airport would provide a stable long lasting answer to our airport problem rather than continuing the band-aide approach.	David P. and Mary Ann Krebs p. VII-2
C-45	Travel industry experts have indicated that the nation is moving away from large international airports in favor of smaller regional airports.	Ann Kuffel (Elk Grove Village) Susan Kuffel (Elk Grove Village) p. VII-173 p. VII-175
C-46	Why is no regional solution with a third airport being considered?	Marian Kurzeja (Bensenville) p. VII-54

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ID	COMMENT	COMMENTORS
C-47	I have long been a supporter of the development of a new airport at Peotone.	Kathy A. Lane (Bensenville) p. VI-262
C-48	I can't think of one good reason to expand O'Hare – go the farming community. Let's separate the traffic, noise, etc into smaller areas.	Charles & Alice Louko (Elk Grove Village) p. VII-20
C-49	They could perhaps build in Peotone and move all of the freight down there and just have the passengers come in and out. Also, why don't they take part of Midway and make it bigger?	Charles Louko (Elk Grove Village) p. VI-270
C-50	I actually drive to Midway to fly because it is more cost effective, so I do believe that if you do build a third airport that people will come. Have any people ever thought of the people who live in the south suburbs and the distances they have to travel to come to O'Hare and the amount of time that they lose in doing that?	Dorrie Madonna (Wood Dale) p. VI-225
C-51	I think the solution is to build Peotone where they have plenty of space to not disrupt people's lives. I'm very disappointed that the City of Chicago would take it upon itself at this time in this economic condition to talk about increasing runways, and yesterday they talked about the airlines themselves withdrawing from the World Gateway Program, which would mean that we would have runways and we would not have gates to even put the planes. So it just does not make sense to me.	Dr. Ralph Madonna (Wood Dale) p. VI-318
C-52	Let's have an airport that's going to effectively create jobs for people in the south suburbs and will effectively distribute the number of people that are going to be traveling on the road to and from the airports. It's amazing to me that with all the modernization of Midway, which is in the City of Chicago, they did not do anything as far as increasing runways or taking	Dr. Ralph Madonna (Wood Dale) p. VI-319

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ID	COMMENT	COMMENTORS
C-53	homes, but as far as the suburbs go, it's okay to do that.	Julie Malon (Elk Grove Village) p. VII-315
C-54	There are better alternatives. We need to look into those alternatives.	Art Markowski (Bensenville) p. VI-281
C-55	I want to know the reason why they can't build the third airport and why they have to expand O'Hare.	Art Markowski (Bensenville) p. VI-282
C-56	I think it would be better just to build a third, brand new airport in Peotone.	Art Markowski (Bensenville) p. VI-282
C-57	O'Hare could annex Mid America and shuttle those flights which need the new runways to Midway or Meigs. Whatever happened to the old idea of an airport in the lake? Just a place to land and take off and be ferried to Chicago's lakefront. Or Chicago could annex Gary and take its airport.	Martin McGowan (Elk Grove Village) p. VII-286
C-58	Build a Meg-Lev train along Route 90 to Rockford and share air traffic with Rockford.	William Meitzlor (Elk Grove Village) p. VII-109
C-59	Chicago needs airports working together, not a bigger O'Hare. Building/improving Peotone, Rockford, Meigs makes so much more sense at a fraction of the cost.	William Meitzlor (Elk Grove Village) p. VII-110, 111
C-60	The proposed South Suburban Airport should be considered as an alternative to OMP. The findings of the proposed South Suburban Airport EIS should be reviewed and compared with the environmental impacts of the proposed OMP.	William J. Mueller (President, DuPage Mayors and Managers Conference) p. VII-202
C-61	Consider the benefit of a third airport of just minor additions to O'Hare.	Mr. and Mrs. Robert R. Muff (Elk Grove Village) p. VII-298
C-62	Unclear from the scoping document is whether the DEIS will examine alternatives that may incorporate elements of each referenced category.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-227
	The DEIS must include a robust analysis of alternatives to the	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.)

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ID	COMMENT	COMMENTORS
C-63	OMP; and a dynamic approach should be employed to allow for full analysis of the alternatives. Evolutionary changes in the industry (e.g., the dehubbing of major hubs such as American's "depeaking" at Chicago; increased reliance on point-to-point flights; greater use of regional jets, A-380s, and Boeing's Sonic Cruiser; and greater dependence on fractional aircraft for business travel) make a thorough alternatives analysis critical to the preparation of a legally adequate EIS. We urge the FAA to consider the following scenarios: construction of four parallel runways at O'Hare and increased reliance on the Chicago Gary Airport, with land connections to downtown Chicago; construction of three parallel runways at O'Hare along with the modernization of O'Hare through the WGP, the construction and operation of the South Suburban Airport near Peotone with an initial phase constituting one runway and with gradual expansion of runway capacity; construction of the South Suburban Airport near Peotone along with the modernization of O'Hare but with no new runways; and demand management at O'Hare, increased operations at Milwaukee, Rockford, Midway, and Gary and the facilitation of passenger movement through the existing railroad line to Mitchell Field and improved light rail/buses to other airports.	Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-227 Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-91
C-64	It is very important to follow the recent approach that the FAA adopted in its analysis of Boston Logan where they really did	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge)

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ID	COMMENT	COMMENTORS
C-65	look at other airports. This is a very significant expansion with global, national and regional impacts; we ought not just look at the impact of O'Hare. A few examples, impacts of Chicago Gary Airport, a new suburban airport, demand management, Midway as a local O&D airport. We just want to make sure the solution preferred by the sponsor isn't the only alternative.	p. VI-91 Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-92-94
C-66	We see a huge impact on the short term of fractional aircraft for business travel. What's that going to do? Is that something we want or do not want at O'Hare? Is increased reliance on other airports around the region going to reduce that need?	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-94, 95
C-67	Southwest Airlines has shown that we don't have to have hubs to be successful to move passengers. The point-to-point system decreases the use for a hub like O'Hare.	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-95
C-68	I just feel that there's got to be a better way of going about doing all this.	William Muzyka (Bensenville) p. VI-260
C-69	I believe building an airport in Peotone or any other area would benefit communities south.	M. Nelson (Elk Grove Village) p. VII-368
C-70	Build up Rockford. They could use the money.	Ken Niven (Elk Grove Village) p. VII-191
C-70.1	If Chicago wants more airport why aren't they tearing down the homes and businesses in Chicago at Midway? Stop Daley. If he wants a bigger airport enlarge Midway, which belongs to Chicago.	No Name 1 p. VII-352
C-70.2	I feel suburbs will suffer more polluted air.	No Name 4 p. VII-355
C-71	O'Hare is a global airport. Some opponents of the OMP propose that the capital configuration of O'Hare be held status Chicago)	Paul O'Connor (Executive Director, World Business Chicago)

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ID	COMMENT	COMMENTORS
	quo and opine without factual support that a proposed airport in the southwestern extremity of the PMSA would somehow enhance metropolitan Chicago's global competitiveness without putting that competitiveness at risk during the process of the start-up airport's construction and early operations. While we believe that the OMP should be viewed independently and be assessed on its own, we strongly request that the FAA assess all predictable economic implications on O'Hare of the alternative airport proposed by many of the opponents of the OMP, should that alternative in any way fall within the purview of the EIS on the OMP.	p. VII-107
C-72	We feel that it has grown as far as it can without destroying surrounding communities. We think it's time for a third airport to deal with the aviation necessities of the area.	John O'Keefe (Elk Grove Village) p. VI-323
C-73	Please build the new airport where it was planned before.	Marina C. Oracion (Bensenville) p. VII-70
C-74	At one time there was a plan to have more runways or flights to leave to the northwest over Route 72 then Northwest Toll way and Busse Woods. This would seem much more practical and probably have less of a people impact.	John Passarelli (Elk Grove Village) p. VII-70
C-75	Fed's to consider expansion of Rockford Airport, with high-speed rail access on easement on Northwest Toll way. Rockford would welcome expansion – only difference Chicago would not be able to "dole" out as many lucrative contracts and favors.	John Passarelli (Elk Grove Village) p. VII-310
C-76	It's obvious that a city the size of Chicago needs another airport, but it needs it in a different part of town.	Steve Partman (Elk Grove Village) p. VI-267
C-77	Suggest that the wiser thing to do would be either build an	Steve Partman (Elk Grove Village)

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ID	COMMENT	COMMENTORS
	airport out south in Peotone, where there is open space and where it could service the people on the south side of Chicago and hopefully provide jobs for those people or look into the expansion of an airport such as Rockford.	p. VI-269
C-78	It is my hope that once the plan documentation is provided to the FAA that your agency will make a proper and independent review of the details of the plan and alternatives, such as Peotone.	Norman J. Pater (Park Ridge) p. VII-80
C-79	I think a third airport should be built. It will keep things competitive in the region, it will improve the region aviation problems and it will bring more jobs to the region.	Oronzo and Concetta Peconio (Bensenville) p. VI-311
C-80	We have a chance to develop airports in other areas. This should be done.	Gary Pelz (Elk Grove Village) p. VII-56
C-81	Please build Peotone Airport and spend the funds available where it will do the most good.	Arlene Peters (Bensenville) p. VII-319
C-82	The DOT should begin building a network of nationwide high-speed rail, which will eliminate the need for all air transport for routine mass transportation growth.	Dolores C. Pino (Morton Grove) p. VII-189
C-83	I cannot see any good points about it. They are going to pay, for instance a million dollars an acre for land here to destroy the factories, businesses, and homes already located here, whereas if they went anywhere else – Peotone or wherever, and they could buy the land for a thousand dollars or \$10,000 an acre, that in and of itself is enough of justify another airport anywhere.	Joe Polka (Elk Grove Village) p. VI-240
C-84	A hub-type airport, if it were in Peotone or wherever, would just handle the interconnecting flights where the people don't even get off, leave the airport grounds. They land on one	Joe Polka (Elk Grove Village) p. VI-242, 243

TABLE 10
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ID	COMMENT	COMMENTORS
	runway in one plane and transfer to another airline or another plane going a different way. The same thing with the cargo traffic. These people would never even leave the airport area, and it would free up more than 50 percent of the traffic at O'Hare.	
C-84.1	We're trying to do major construction at O'Hare and modify terminals or build new terminals where from a terrorist standpoint it could be done very simply by a new airport such as Peotone.	Joe Ponko (Elk Grove Village) p. VI-308
C-85	I believe our tax dollars can be best spent on starting fresh with a new airport rather than expansion. The existence of a third airport will greatly increase business and job opportunities for a greater number of people and for a more permanent future.	Michael Procopio (Bensenville) p. VII-47
C-85.1	Modernize not expand O'Hare and build the third airport down in Peotone. Give people down in that economically depressed area jobs and economic growth.	Claudine Quevedo p. VII-184
C-85.2	An airport elsewhere would alleviate further air pollution here, while the level elsewhere would not be as big as O'Hare	Roy and Mary Ann Provenza (Norridge) p. VII-139
C-86	The draft EIS should explain the relationship among several projects or project alternatives to improve air service to the greater Chicago Metropolitan Area. The DEIS should explain the distinction between the Modernization Program and the other projects under consideration (e.g., the Peotone Airport and the expansion of the Gary Indiana Airport). This DEIS should not describe a project that locks in future decisions on new airports/airport expansions without fully disclosing those impacts.	John D. Rogner (Field Supervisor, United States Department of Interior, Fish and Wildlife Service) p. VII-261
C-87	Candidate Burris made a pretty good suggestion, and that was	Leonard Rogus (Bensenville)

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ID	COMMENT	COMMENTORS
	not to affect the people of Peotone but perhaps build a new airport in the abandoned steel area on the Lake in Chicago close to the Indiana border. Maybe Mayor Daley's greed for financial gain would not have to be subjected to the travel to O'Hare, having an airport accessible from the Metra train system, the South Shore train, etc. I think this should be a course that should be not only considered, but also followed.	p. VI-300
C-88	I would like to give consideration to those travelers who do not use public taxis or who prefer to use something like Metra or Amtrak to go to other locations like Milwaukee or wherever that the planes don't go.	Kevin Ronchen (Niles) p. VI-253
C-89	I encourage the FAA to examine the environmental impacts associated with construction of a new airport. This should include an analysis of the time and environmental impact of travel from the Chicago metropolitan area to other regional airports that may be considered as alternatives to this project.	Gerald J. Roper (President and CEO, Chicagoland Chamber of Commerce) p. VII-44
C-90	Support reasonable alternatives that the O'Hare expansion building will take away – expansion bills will take away. These include taking this issue away from the FAA, operational and management controls as well as sending unnecessary flights to other airports such as wayports, highways in the sky that would make room for desired international flights that will result from economic globalization treaties which will create meaningful jobs and for the long-term provide that our country and our region build a world class high-speed rail system that will compliment commercial air transport to achieve the balance and sustainable intermodal transportation system that will benefit all of us.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-150 p. VII-91

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ID	COMMENT	COMMENTORS
C-91	OMP will add and concentrate more flights over the populace, alternatives need to be considered: do-nothing, alternative modes of transportation (high-speed rail), use of other existing airports, a new airport, de-build O'Hare, close airport, operational and management controls, and remove issue from FAA.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-256, 257
C-92	The EIS should consider the proposed South Suburban Airport at Peotone in the context of the ultimate growth of the region and the estimated airport needs of the region at that time.	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-234
C-93	A much more practical solution is a new airport in Peotone where there is room without uprooting businesses and residences.	Patricia Scott (Elk Grove Village) p. VII-135
C-94	I believe Peotone is the best place for expansion – lower costs, convenient for people in Kankakee and south Chicago area.	Patricia Scott (Elk Grove Village) p. VII-64
C-95	I think there are alternatives that are viable. Why don't we look into expanding existing facilities like Gary, Milwaukee, and Rockford? I think with that in mind, it would minimize the expansion, negate the need for Peotone and I think everyone would be better served because of it. I think we should be able to have someone make the airlines more accountable for their situation here. They're demanding everything and yet they're losing money hand over fist. They are now not going to be able to support any of the expansive plans that are taking place. And why don't we hold their feet to the fire a little bit and make them be more amenable to working on these alternatives rather than just saying I'm not going to fly there or I'm not going to do this or I'm not going to do that?	Bill Shannon (Elk Grove Village) p. VI-303, 304
C-96	I'm hoping that the FAA has some reasonable people that can	Bill Shannon (Elk Grove Village)

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ID	COMMENT	COMMENTORS
	consider all of these options because we have the infrastructure to serve or go to Milwaukee and Gary and Rockford and will be able to come up with a solution other than just expand O'Hare or build Peotone.	p. VI-95, 96
C-97	The Denver airport seems to be the best type of long-term solution. Their airport was land locked so they purchased, how many acres – 2,000 or 20,000? At first the locals felt it was going to be too far from downtown Denver. But if you ask them today, they all feel that they have a world-class airport. Use the experience Denver gained. If we need to start all over 40 miles from downtown better to start today than 20 years from now.	F. Doyle Shea (Medinah) p. VII-164, 166
C-98	The best long-term solution is to build either a new airport south of the city, or expand one of the current regional airports in Rockford or Gary.	F. Doyle Shea (Medinah) p. VII-165
C-98.1	With an airport in downstate Peotone, we'll have thousands of people driving more than fifty miles one way. I can't imagine that would be better for our environment. A third airport is the real answer.	Bob Snyder (Delta-Wye Electrical Contractors) p. VII-188
C-99		Patti Steffensen (Bensenville) p. VII-27
C-100	The answer is build another airport, be it Peotone or elsewhere.	Louis Tanner (Elk Grove Village) p. VII-36
C-101	O'Hare air congestion should be mitigated by fast passenger trains taking travelers to/from Milwaukee, Bloomington, Kalamazoo, Indianapolis, etc. instead of more short distance planes.	Greg Thorson (Chicago) p. VII-40
C-102	We would like to ask for support to study high-speed rail service into O'Hare, connecting regional cities such as St. Coalition	David Tomzik (Secretary, Midwest High Speed Rail Coalition)

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	Louis, Minneapolis, Detroit, Cleveland Milwaukee, and Madison into O'Hare providing alternative ground transportation and also providing connecting services to long-distance airline service. We believe that this will help alleviate some of the problems with aviation by providing alternatives. We need alternatives to provide connecting services to other airports by rail and also connecting services into the airport from other communities, and we would like to have rail, high-speed rail considered as one of the options in the O'Hare plan.	p. VI-102, 103
C-103	I believe the transportation problem should be addressed as a regional issue, include railroad, DuPage, Rockford, Milwaukee, and Gary Airports.	Steve Unger (Elk Grove Village) p. VII-32
C-104	A second airport would be less costly and more efficient than expanding O'Hare.	Norene Vacura (Bensenville) p. VII-287
C-105	Will County is on record of being supportive of a third airport in the area, commonly referred to as Peotone. So we are concerned with that alternative, the impact that this plan has on that and likewise the impacts of that airport on this plan.	Ty Warner (Will County Planning Department) p. VI-110
C-106	The FAA should review all options and determine the best one. For example, Denver International Airport was built utilizing open land outside of the dense metro area.	Robin Weaver (Elk Grove Village) p. VII-291
C-107	It is very important to conduct a full, substantive evaluation of project alternatives in order to avoid an/or minimize as many of these impacts as possible. In particular, we recommend that FAA give considerable attention to the following; other modes of transportation, including high speed rail; the use of both existing and proposed airports, including SSA, to provide future aviation capacity; and the combinations of alternatives, such as	Kenneth A. Westlake (Chief, Environmental Planning and Evaluation Branch, US Environmental Protection Agency) p. VII-268

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ID	COMMENT	COMMENTORS
	demand management techniques in concert with high speed rail and other feasible alternatives.	
C-108	There are alternative sites in southern Cook County, Will County and other counties that would be much more suitable for new runways and increased airport capacity.	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VI-293
C-109	Build a third airport outside the Chicago area. Not Peotone, in a different weather condition, near St. Louis with high-speed transportation to St. Louis, Memphis and Chicago. Leave O'Hare and Midway alone, utilize Gary, Indiana.	Bill Winton (Harwood Heights) p. VII-30
C-110	Proponents of another new downstate airport argue that a new airport would be less costly and more efficient to build than the proposed redesign of O'Hare. The environmental impact of a new airport would be more manageable. It makes sense to have a back-up that would complement O'Hare in the case of an emergency. Furthermore, building a new airport effectively redistributes economic growth to other parts of the state. Invariably competition between the two airports will bring about lower costs and improved service.	Robert Yee p. VII-302
C-111	The debate over proposed plans to upgrade O'Hare should be encouraged while at the same time the construction plans of a new airport should be put into motion.	Robert Yee p. VII-302
C-112	We must start Peotone Airport for health, safety, and the welfare of all humans living around the “all eggs in one basket O’Hare.” Building Peotone is homeland security. Peotone is the 21 st century future space airport! It will have the new century space planes, already made.	Andy Zumer (Park Ridge) p. VII-101, 102

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ID	COMMENT	COMMENTORS
D. Aviation Forecasts and Delay		
D-1	An expanded O'Hare will handle only 50 percent more volume. Air traffic in our area will grow far too fast for that solution to work.	Tom Callahan (Elk Grove Village) p. VI-264, p. VII-133 No Name 7 p. VII-112
D-2	At the Avalon Banquets, I noted the noise map, it does not include Elmhurst in the noise from aircraft. We live I the flight path 4R-22L Runway. The noise levels at times are deafening. The frequency of aircraft is 30 seconds apart, not every day, but very often. Sunday mornings we are unable to sleep due to the early 6:30 a.m. arrivals. We are unable to have window open and watch and hear our television. We cannot enjoy the outdoors or entertain outdoors as we cannot hold a conversation due to the interruption of aircraft noise.	June M. Cironne (Elmhurst) p. VII-158
D-3	Expanding the airport is not going to solve your problems. If anything it will create more delays.	If Kathleen Drwila p. VII-358
D-4	There are too many minuses to suggest this expansion go forward. These projected runway additions will take 10 years at least, causing more airline delays, unhappy passengers, and using federal and state money needed elsewhere.	Carol Elinert (Des Plaines) p. VII-180
D-5	With US Air in bankruptcy, American and United reducing flights or seeking bankruptcy, what is the revised timetable for numbers of flights per year in and out of O'Hare?	Ann Finney p. VII-296
D-6	Currently we have about a million flights over O'Hare. The projection of 1.5 million is just unrealistic based on the	The Kathleen Hayes (Elk Grove Village) p. VI-157

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	contraction of the industry, whether now or two to three years from now.	
D-7	The questionable basis of using Terminal Area Forecast for O'Hare and the failure to allow public comment on the selection of the forecast. One of the central factors driving previous forecasts used in master planning in the Chicago metropolitan area has been the generation of metropolitan wide forecast demand – i.e., the demand that would be experienced by the entire region. By limiting the forecast for the O'Hare EIS and Master Plan to simply the Terminal Area Forecast for O'Hare the FAA is effectively precluding other regional solutions to addressing the needs for metro Chicago aviation.	James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-187, 188, Craig B. Johnson (Mayor, Elk Grove Village –Submitted Statement of Congressman Henry Hyde) p. VII-128, John Geils (Mayor, Bensenville – Submitted Statement of Congressman Henry Hyde) p. VII-97
D-8	It is incomprehensible that FAA will be using one forecast of future traffic in the Chicago region for the South Suburban Airport EIS and a different forecast for future traffic in the Chicago region for the proposed O'Hare expansion.	James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-188, Craig B. Johnson (Mayor, Elk Grove Village – Submitted Statement of Congressman Henry Hyde) p. VII-128, John Geils (Mayor, Bensenville – Submitted Statement of Congressman Henry Hyde) p. VII-97
D-9	The runway design is insufficient to handle the proposed capacity of over a million flights.	Tyrone Kalogerisis (Bensenville) p. VI-271
D-10	The figures of the City of Chicago are very misleading.	Tyrone Kalogerisis (Bensenville) p. VI-272
D-11	What are the forecasts as they relate to O'Hare and what are the forecasts as they relate to regional capacity? I think that distinction is pretty important to make.	Sherry Kamke (US Environmental Protection Agency) p. VI-80
D-12	We're concerned that the approach you identified as your selected approach may foreclose a regional analysis. So	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pat Philip)

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ID	COMMENT	COMMENTORS
	selecting the Terminal Area Forecast approach appears to foreclose other approaches which may allow a more comprehensive regional approach to looking at environmental impacts, alternatives, etc.	p. VI-98, 99
D-13	What are the baseline year and baseline conditions of the EIS and Master Plan analysis? Use of the year 2000 pre-9/11 conditions skews the process; we ought to be using post 9/11 conditions as baseline for demand analysis; delay situation, etc. What is the baseline condition in light of the airlines' decision not to support the World Gateway Program terminals?	Joseph Karaganis (Counsel to Suburban O'Hare Commission) p. VII-198
D-14	We are concerned that use of the O'Hare Terminal Area Forecast (TAF) will artificially narrow the scope of analysis, both as to purpose and need, alternatives, and impacts. The forecast should be a Metropolitan Chicago Regional forecast that includes growth in markets that might be served by Midway and the proposed South Suburban Airport.	Joseph Karaganis (Counsel to Suburban O'Hare Commission) p. VII-199
D-15	The EIS/Master Plan demand and capacity analysis should be integrated with all three major components: airside, terminal, and roadways.	Joseph Karaganis (Counsel to Suburban O'Hare Commission) p. VII-199
D-16	This plan is too complex and it would add to the delays rather than fixing the problems. By the time the reconfiguration is complete, the airport would not satisfy the number of flights projected for the airport and region. So what has been accomplished? More noise, more pollution and more risk (safety issue).	Marian Kurzejja (Bensenville) p. VII-54
D-17	I think we should think about a more efficient streamlining of the times of flights. There may be a much more efficient way of streamlining the transportation system without doubling the	Dorrie Madonna (Wood Dale) p. VI-226, 277

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ID	COMMENT	COMMENTORS
D-17.1	amount of flights into O'Hare. Weather at various parts of the country also causes delays.	Lillian Mayer (Elk Grove Village) p. VII-66
D-18	The time horizon of the forecast utilized for estimating air traffic, costs, benefits and environmental impacts should be consistent and should correspond with the project's purpose of increasing operations to meet projected future air capacity needs. The 15-year horizon of the 2002 Terminal Area Forecast is insufficient to determine impacts of a project that will not be built for at least ten years.	William J. Mueller (President, DuPage Mayors and Managers Conference) p. VII-201, 202
D-19	It is necessary for the FAA, prior to issuance of its Terminal Area Forecast, to define the very basic elements of its forecast and to subject its inputs to the scrutiny of other economists. Questions like the following should be answered on the public record before draft calculations are run. What definition of future scenarios will be presented? How will the forecasting analysis treat the 2001-2002 traffic levels and what adjustment will be made to reflect the recovery trends? Will the forecast include separate estimates for years 5, 10, 15, and 20? Will the industry trends and likely air carrier business practices be discussed before they are included in the model? Are the same forecasts that will be utilized for examining, modeling, and assessing impacts on the NAS as well as for noise impacts? The forecast should include sensitivity analyses, as to the assumptions and as to the distribution of traffic among the current and future airports. The database should include radar input in addition to simulation models. The analyses must examine unconstrained options. What models will be presented	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-229, 230

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ID	COMMENT	COMMENTORS
	<p>to evaluate operational and delay conditions for the base case and future scenarios, how will the results be presented? Do the forecasts reflect decreased reliance on the hub and spoke concepts? Do the forecasts reflect the relationship between forecasts for nation and regional growth? Are the forecasts consistent with the TAF? The current TAF does not consider any impacts from 9/11. Are the forecasts consistent with the long-range plans of carrier using O'Hare?</p>	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-230
D-20	<p>Forecast methodology and factors used to model existing and future airfield and airspace operations need to include: passenger and aircraft volumes, cargo volumes, wind and weather conditions, aircraft fleet mix, demand profiles (daily, weekly), airfield physical configuration, runway selection/utilization criteria, and runway and taxiway operating procedures. A series of aircraft fleet mixes should be developed and modeled. The demand forecasts should also include forecasts of peak (daily and monthly) aircraft operations and passenger enplanements.</p>	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-230
D-21	<p>Modeling of demand and capacity needs to be accomplished by proven, widely used models, not a black box, proprietary model developed solely for the project.</p>	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge)
D-22	<p>The title of OMP gets across that we're talking about the short-term needs of O'Hare. I think in that context we really have to not just look at O'Hare and its delays. We are really very mindful of recent changes in the transportation industry, not just induced by September 11th, but regional jets well preceded that has a change on the impact of our system; the future of the</p>	p. VI-89, 90, 94

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	A 380, are we building an airport that would or wouldn't fit that need? We have seen one and perhaps seen more bankruptcy of airlines and what that has to do.	
D-23	American Airlines announce it's depeaking of its operations. What's going to be the consequence of that?	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-94
D-24	World Business Chicago believes that construction of the OMP as proposed will result in reduced noise levels; dramatically reduced flight delays (and hundreds of millions in economic costs they incur), and we believe that positive benefits in employment and tax base growth and well as general economic stimulation will be profound.	Paul O'Connor (Executive Director, World Business Chicago) p. VII-107
D-24.1	One time while waiting for my son I overheard a conversation between six businessmen, two were Japanese and four other. This is what was said, "This is the last time we are meeting at this airport. Let us go to another town like Milwaukee. It takes us too long to get to our destination because of the traffic we missed our meetings.	Emily Oskin (Elk Grove Village) p. VII-25
D-25	Proposal contends that if entire plan is adopted, the average delay per operation of 3.65 minutes for 908,977 operations will be reduced to 0.76. Are these statistics credible? Do they come from the FAA or Daley/Ryan? How much of this was due to bad weather, slowdowns by United pilots and mechanics to settle their labor disputes? How much is due to delays at other airports? What will the delay time be when O'Hare's capacity just about doubles? Will it be back up to 3.65? Will we be wasting a lot of time and money over the next ten years just to be back where we are now? How much of the delays are	Norman J. Pater (Park Ridge) p. VII-78, 79

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ID	COMMENT	COMMENTORS
	attributable to United and American using the HUB system of scheduling flights to monopolize the business? How many flights in and out of O'Hare could be eliminated with direct flights like Southwest and other discount carriers are doing successfully? What is this strategy going to do to O'Hare congestion and delay times over the coming years when runways and taxiways are being demolished and new ones constructed a few hundred feet away?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-241
D-26	All projections should be shown in three categories: 1. Reference/baseline conditions (2000, 1997, etc.) 2. OMP forecast predictions (years 2012, 2022, 2030 and 2050) 3. OMP maximum capacity.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-241
D-27	What is the total change in number of all landing and departing aircraft, based on both forecast and maximum capacities, i.e. FAA defined maximums, based on existing or expected safety regulations.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-241
D-28	What are the current total numbers of all types of aircraft taking off and landing to and from O'Hare? Show a history of the last five years. Include in a separate category all touch and go's wave offs, etc? Include all passenger, cargo, military, business, and leased, private, civil and all other aircraft.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-241
D-29	What are the total number forecasted and the maximum safe capacity numbers of all types of aircraft taking off and landing to and from O'Hare? Show how many flights will be added to the existing burden, by year.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-241
D-30	What is the baseline all-weather delay now? What are the anticipated change(s) by year, with and without OMP?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-242

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ID	COMMENT	COMMENTORS
D-31	What are the expected shifts from existing commercial aircraft fleet mix to increased size aircraft? Show average passenger per flight and type/quantity of new aircraft e.g. A380, in 5-year increment categories, as characterized currently, 5 years out, 15 years out and 25 years out.	Jack Saporito (Alliance of Residents Concerning O'Hare p. VII-242
D-32	Quantify commercial fleet operational age in 5-year increment categories, as characterized currently, 5 years out, 15 years out and 25 years out.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-242
D-33	The EIS must analyze in detail and evaluate the need for the 8 th runway, and the impact that it would have on safety and on the overall reduction of flight delays at O'Hare. Then the findings of that analysis must be weighed against the environmental, economic, and social impacts that would result from building the proposed 8 th runway at O'Hare.	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-233
D-34	Any future economic growth is threatened unless the runway system at O'Hare is modernized and delays are reduced. Fewer delays will also mean reduced fuel emissions. Aircraft will spend less time idling at the gate, sitting on the runway or circling in the air. Also, the proposed western access and other roadway improvements around the airport will relieve a great deal of congestion on the roads, especially helping trucks get in and out of the airport more efficiently. I imagine all of this will have a very positive impact on air quality in the area.	Monte Sellers (Arlington Signs & Banners) p. VII-181
D-35	Modernization of O'Hare is critical. The benefits to the Nation's mobility in terms of annual reductions in delays and more reliable all-weather operations will be enormous.	John C. Tone (Denver, CO) p. VII-3
D-36	I keep hearing about the reconfiguration of the runways but the airspace does not expand. You are still trying to jam far too	Norene Vacura (Bensenville) p. VII-287

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ID	COMMENT	COMMENTORS
	many planes in the same airspace.	
D-37	I would like to be able to obtain more background on the terminal area forecasts, if there's a way to obtain a breakdown or how is that actually formulated.	Ty Warner (Will County Planning Department) p. VI-110
D-38	EPA believes that FAA should explain the differences between regional forecasts versus airport specific (O'Hare specific) forecasts. How regional forecasts are assigned to individual airports will need to be described in the EIS. In particular, we would like to see an explanation of how these TAF forecasts impact predicted travel for O'Hare versus other existing or proposed regional airports, including the South Suburban Airport (SSA).	Kenneth A. Westlake (Chief, Environmental Planning and Evaluation Branch, US Environmental Protection Agency) p. VII-267
	E. Air Quality	
E-1	Concerned about the impact on the environment in terms of all the fumes and particles that come down in the air from planes that fly many time directly over my house.	Ken Anderson (Elk Grove Village) p. VI-230
E-2	We are concerned about quality of life, air pollution, and noise pollution.	Mary Ann Andrews (Elk Grove Village) p. VII-71
E-3	Concerned about the quality of air if additional 78 percent increase in flights are handled out of O'Hare. That certainly is not conducive to clean air.	Mary Ann Andrews (Elk Grove Village) p. VI-180
E-4	Airlines should be encouraged to retire older, dirtier, noisier aircraft. Aircraft manufacturers should be encouraged to advance noise and air pollution reduction and advance	Charles S. Baldachino (Park Ridge) p. VII-12

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ID	COMMENT	COMMENTORS
	electronics for more safety, and the FAA should be encouraged to remember that it works for the people not for the airlines.	
E-5	We don't need any more pollution, noise or road gridlock.	Mike Baran (Elk Grove Village) p. VII-318
E-6	The airport is a cause of serious pollution and increasing the size without addressing the flow of traffic will be a serious ramifications. When congestion occurs, the pollution increases exponentially. Increasing the size of the airport will only increase the volume of traffic.	Robert Bensen (Bensenville) p. VII-278
E-7	I urge the FAA to study quality of life issues like aircraft noise and air quality.	Kimberly A. Bless (President, Northwest & Schaumburg Association of Commerce and Industry) p. VII-19
E-8	O'Hare is the largest source of air and noise pollution in the state of Illinois. The expansion will increase air and noise pollution over Park Ridge by 2500 percent.	Jeffrey and Margaret Blick (Park Ridge) p. VII-276
E-9	Concerned about the impact it will have on our quality of life, our property values, the noise, the pollution, the increased traffic, and everything else that will go along with expanding the airport.	Karyn Bock (Elk Grove Village) p. VI-275
E-10	The concentration of pollution, noise, traffic and other negative influences on the surrounding areas has reached the maximum level of the citizens will tolerate.	Gary Bottje (Roselle) p. VII-183
E-11	Concerned about pollution.	Lisa Boulton (Elk Grove Village) p. VII-46
E-12	The noise and fumes are already a health hazard, and increasing the number of flights will have a devastating impact on our community.	Carl Brauweiler (Park Ridge) p. VII-43

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ID	COMMENT	COMMENTORS
E-13	When we lived in our home, you would go in the backyard and you would see oil slick everywhere. FAA paid no attention. I called regularly about the noise impact and about the fact that the fuel smells were so impossible at times in our backyard (Mr. Brauweiler) This is really environmental, so you might mention that the noise and fumes are already a health hazard and increasing the number of flights will have a devastating effect.	Virginia S. Brauweiler (Park Ridge) p. VI-162, 164
E-13.1	The planes fly north of my home every minute and a half, coming into Chicago. They leave trails of pollution in the air, film on my windows and only stop until airflow changes and the noisy vibrating departures start leaving O'Hare over Bensenville. The departures fly very low and go directly over my roof, causes my downstairs windows to vibrate and interrupt phone conversations, and you cannot hear the television.	Valerie & Lawrence Brixy (Bensenville) p. VII-14
E-13.2	I grew up in Bensenville, married and still live in Bensenville, at age 50. I raised my family here and they have moved away from the noise, and pollution, which will continue to get worse with the expansion.	Valerie and Lawrence Brixy (Bensenville) p. VII-14
E-14	We know the air quality is affected, there is noise pollution and the proposed expansion would further affect the quality of life.	Henry Bronars (Bensenville) p. VII-37
E-15	I'm opposed to the O'Hare expansion on the basis of several reasons: environmental reasons, air pollution, and noise pollution.	Henry Bronars (Bensenville) p. VI-197

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ID	COMMENT	COMMENTORS
E-16	Since O'Hare is located in the suburbs, it's the suburbs that actually end up paying the cost of traffic, noise, and air pollution. And the suburbs stand to lose long-term revenue generating businesses, homes, and land.	Tom Callahan (Elk Grove Village) p. VI-264, p. VII-133 No Name 7 p. VII-112
E-17	What will be the impact when this buffer area is destroyed? Will there be less beauty, more pollution, less of a reason to enjoy life? I will be the most affected by pollution and it's impact on health, both physical and emotional.	Cheryl Chatroop (Bensenville) p. VII-59
E-18	The Illinois EPA is very interested in the projected impacts from the construction and implementation of the O'Hare Modernization Program. Each of the elements has the potential to impact land, waters, and air in the region.	Renee A. Cipriano (Director, Illinois Environmental Protection Agency) p. VII-203
E-19	We request that the analysis include a year-by-year projection and breakdown of construction and airport operations emissions of volatile organic compounds (VOC), oxides of nitrogen (Nox), and carbon monoxide (CO). The analysis should, to the extent possible, break down the source of emissions between categories such as aircraft, aircraft service equipment, construction equipment, motor vehicles, coatings, etc. In addition, emissions of other criteria pollutants (particulate matter, sulfur dioxide, nitrogen dioxide and lead) should be assessed and quantified.	Renee A. Cipriano (Director, Illinois Environmental Protection Agency) p. VII-203
E-20	We request an analysis of new and modified intersections to assure that CO concentrations do not exceed standards.	Renee A. Cipriano (Director, Illinois Environmental Protection Agency) p. VII-204

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ID	COMMENT	COMMENTORS
E-21	We request that the study include an analysis of increases in hazardous air pollutants from construction and implementation. The analysis should also break out the emission sources by category such as aircraft operations, construction equipment, and motor vehicles. We also request information on whether and how the use of alternative fuels and engines will be incorporated into the program. We would also be interested in your providing a discussion on the planned use of any alternative energy sources, such as solar power, and its expected impact on reducing emissions.	Renee A. Cipriano (Director, Illinois Environmental Protection Agency) p. VII-204
E-22	The Draft EIS should discuss how asbestos-containing material would be handled. The study should also estimate the amount and type of particulate matter that could result from the demolition process and include mitigation measures should concentrations approach the standards.	Renee A. Cipriano (Director, Illinois Environmental Protection Agency) p. VII-204
E-23	No one has done a study on the air pollution but it is apparent we also are victims of air pollution. We have also experienced droppings from aircraft on our driveway – pollution.	June M. Cirone (Elmhurst) p. VII-158, 159
E-24	I'm concerned about the number of planes, the increase that they're talking about, because of the pollution that planes definitely have to get rid of. Even though that they're quieter and safer, there is more dumping of fuel or whatever other emissions are considered. When we wash the house, you can see how much fuel comes off of it.	Nancy Czarnik (Elk Grove Village) p. VI-233, 234
E-25	I know it smells worse around my house when air traffic is heavy.	Robert Doherty (Park Ridge) p. VII-366
E-26	We need to know how the exhaust from the aircraft affects us.	Andrew Duffy (Elk Grove Village) p. VII-35

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ID	COMMENT	COMMENTORS
E-27	Please take care of the people who live near the airport. We are the ones who have to deal with the noise and pollution.	Lavinia Egonito (Des Plaines) p. VII-42
E-28	There is and always has been great pollution from planes. As O'Hare developed we were often splashed with oil on our persons as we worked and played in the backyard. We now have black oily residue on our windows, siding, birdbath, dog's water bowl and white vinyl fence surrounding the backyard. There's a strong jet fuel smell hanging in the air many mornings.	Carol Elinert (Des Plaines) p. VII-180
E-29	Residents would like to know the change in hydrocarbons and other potentially dangerous fumes or gases that might be expelled from the jet engines.	Michael A. Esposito (Village President, Village of Berkeley) p. VII-271
E-30	The proposed changes show runways 9L-27R arrival and 9L-27R departure as well as North 9-27 pointed in such a way to increase the noise and pollution in my area.	John Ewald (Elk Grove Village) p. VII-371
E-31	Washing the windows of our home was a frightening and very enlightening experience. The same filth that hits and sticks to our windowpanes goes into, and stays, in our lungs. It especially impacts heavily on the health of babies and old folks. One does not need the help of a team of scientists and physicians to deduce that the inhalation of harmful vapors and carcinogenic materials is detrimental to one's health. Purely and simply, more runways mean more flights, and more flights mean more carcinogenic material in the lungs of all those who live near O'Hare.	Mr. & Mrs. Patrick J. Ferreri (Park Ridge) p. VII-83
E-32	Since September 11, 2001, our windows required washing only two times. The cut-down in flights was actually reflected in the cleanliness of our window panes. We, of course, do not want to	Mr. & Mrs. Patrick J. Ferreri (Park Ridge) p. VII-84

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ID	COMMENT	COMMENTORS
	see more terrorist attacks, just so that we may enjoy the healthy environment that less flights would bring. We would like to see less flights as the result of intelligent consideration of the environment – and of the quality of life of all concerned.	
E-33	FAA spokesman stated that air pollution was due to having too much congestion on the ground; planes spew inefficiently burned fuel as they sit and wait for take-off clearing. How long will it be for the airlines to schedule so many flights on the proposed runways to become similarly congested?	Mr. & Mrs. Patrick J. Ferreri (Park Ridge) p. VII-84
E-34	Pollution already too high. Dumping of jet fuel is already a problem.	Barb Fitzpatrick (Bensenville) p. VII-360
E-35	I definitely opposed it for many reasons. Already the noise is too high. Noise pollution, air pollution, dumping of jet fuel is already horrendous. It's for health reasons and safety reasons we do not need this expansion.	Barb Fitzpatrick (Bensenville) p. VI-205
E-36	Under the modernization program, flight delays will be reduced by 95 percent in bad weather and 79 percent overall. This in turn will reduce the number of homes in the 65 DNL or higher area by 34 percent as well as emissions because aircraft won't have to spend the time idling at the gates and on the ground. And environmental initiatives in place at O'Hare have already reduced emissions by more than a third since 1990.	Herbert E. Gardner (LaGrange Park) p. VI-123
E-37	The air pollution and noise is so bad now that I hate to think what it would be like if the airport was expanded.	Lillian Gardner (Bensenville) p. VII-29
E-38	I am confident that the FAA and environmental agencies, as the project proceeds, will ensure that the Program complies with safety standards for clean air and water.	Peter R. Gennuso (Elk Grove Village) p. VII-142
E-39	Continuing increases in flight operations can only mean	Charles E. Glomski (Elk Grove Village)

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	reduced quality of life and environmental health due to aircraft exhaust and noise.	p. VII-86
E-40	The pollution and traffic increases won't be pleasant in this area.	Peggy Hall (Elk Grove Village) p. VII-290
E-41	O'Hare is the largest source of toxic emissions and hazardous air pollutants in the state of Illinois. There is not a buffer for these emissions.	Ken and Ruth Haller (Park Ridge) p. VII-282
E-42	Adding new traffic to the already congested access roads will burden surrounding communities with increased emissions and other congestion related impacts.	Richard Harnish (Executive Director, Midwest High Speed Rail Coalition) p. VII-263
E-43	Quality of air. There are 4 of us in our family and we all have lung related problems. Will our health decline with the expansion?	Kathy Hicks (Elk Grove Village) p. VII-362
E-44	Our cars are occasionally covered in oil. Breathing this frightens us. What if anything is the FAA going to do to improve or maintain our air quality?	Kathy Hicks (Elk Grove Village) p. VII-362
E-45	How will air and noise pollution directly attributed to air passenger travel be further exacerbated by a dramatic increase in the number of flights in and out of O'Hare?	Robert T. Howard (Superintendent, Elk Grove Township Schools) p. VII-76
E-46	What must not occur as a result of modernization is a worsening of noise conditions and/or an increase in chemical pollution as a result of the modernization and increase in number of flights.	Robert T. Howard (Superintendent, Elk Grove Township Schools) p. VII-77
E-47	Inspection of tree branches that fall during storms and high winds, reveal the magnitude of the pollution in the atmosphere that lands in Park Ridge. Inspections of tree branches that are removed by a professional tree trimmer provide more evidence of the magnitude of pollution that is accumulating to produce a	Marion P. Hunt, P.E. (Park Ridge) p. VII-122

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ID	COMMENT	COMMENTORS
	safety hazard to the people who inhale the polluted air. The source of carbon can be observed as it is released from aircraft landing at O'Hare. (Submitted tree stems with comments.)	
E-48	We just think with additional air traffic, we have to worry about more pollution, we have to worry about more noise pollution. Just the quality of life will really be bad.	Keith Jensen (Elk Grove Village) p. VI-306
E-49	Over the years, we've put up with an increased number of flights, the increase of noise, and the increase of pollution. The increase in flights to 1.6 million can only mean more noise and more pollution.	Patricia Johnson (Bensenville) p. VI-202
E-50	A recent article in the Daily Herald reported that the newer quieter jet engines cause more pollution than the older jets. I think that is something that really needs to be looked into.	Patricia Johnson (Bensenville) p. VI-203
E-51	The increase in traffic with western access, the possibility of a ring road connection, would bring a lot more traffic into Bensenville, cause for widening of York Road, which would mean even more pollution in the area.	Patricia Johnson (Bensenville) p. VI-203
E-52	The air quality impact analysis should include a full analysis of air toxics, including the amount and identification of air toxics generated, the health effects of these air toxics, and the transport and dispersion of air toxics and resulting concentration in downwind communities.	Joseph Karaganis (Counsel to Suburban O'Hare Commission) p. VII-199
E-55	I have noticed the pollution from the airplanes. My car is always dirty with a sticky film. The tree leaves also have a sticky film on it.	Nancy L. Klaus (Bensenville) p. VII-72
E-56	I am concerned about the environmental impacts. I am already subjected to the noise and pollution created by a steady stream of airplanes flying over my property. Increasing the number of	Ann Kuffel (Elk Grove Village) p. VII-173 Susan Kuffel (Elk Grove Village)

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ID	COMMENT	COMMENTORS
	flights will only create higher noise and pollution levels, with a negative impact on the health, safety, and general well being of area residents.	p. VII-175
E-57	This plan is too complex and it would add to the delays rather than fixing the problems. By the time the reconfiguration is complete, the airport would not satisfy the number of flights projected for the airport and region. So what has been accomplished? More noise, more pollution and more risk (safety issue).	Marian Kurzeja (Bensenville) p. VII-54
E-58	How can more flights/capacity improve our quality of life? Logic says that we will have significantly more noise, more pollution and more risk to those living in close proximity.	Walter Kurzeja (Bensenville) p. VII-369
E-59	The expansion is going to adversely affect my peace and quiet along with my property values.	Emerson Ladd (Elk Grove Village) p. VII-10
E-60	There will be substantial electricity services needs at the new O'Hare terminal, which will have extended hours of use and vast interior facilities. This will, in turn, have secondary impacts on air quality, which must be discussed in the EIS. The mitigation measures that should be discussed in the EIS include: going at least 30 percent beyond the current ASHRAE 90.1 standard for all work done; setting a similar specific lighting efficiency goal and criteria for lighting; making a firm commitment to all LEED checklist performance items for terminal six; using combined heat and power; using photovoltaic cells; daylighting; using energy star appliances; using central energy management for efficient coordination of heating, lighting and cooling; examining HVAC efficiency; conducting an energy simulation model.	Howard Learner (Executive Director, Environmental Law & Policy Center) p. VII-193, 194

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ID	COMMENT	COMMENTORS
E-61	The impacts on surface transportation, particularly road congestion and air quality, must be fully considered in the EIS along with mitigation measures including: direct O'Hare connects to the planned Midwest high speed rail system; Northwest Corridor extension through and beyond O'Hare, as being studied by the Regional Transportation Authority; and increase public transit service. One element included in O'Hare Modernization plans is western access to the airport. Presumably, the goal of this additional access to O'Hare is to reduce congestion at the existing eastern access to the airport and on connecting roads. Mitigation measures should be included in the EIS to reduce any adverse impacts of western access.	Howard Learner (Executive Director, Environmental Law & Policy Center) p. VII-194
E-62	Other ground transportation activity will increase at O'Hare during modernization as a result of increased capacity and utilization. This increased ground transportation activity will have air quality and energy supply impacts. Mitigation measures that should be fully considered in the EIS include: converting remainder of existing GSE fleet to electricity, compressed natural gas or other alternative fuels and when purchasing new GSE, restricting them to those fuels; consolidating remaining shuttle operations; establishing employee carpools and vanpools; publicizing and marketing public transit availability more widely; converting non-GSE vehicles to propane and natural gas; opening up the natural gas fueling station to a broader range of vehicles; constructing a new multi-modal facility near Parking Lot F, which would serve an extended ATS, Midwest high-speed rail trains, CTA,	Howard Learner (Executive Director, Environmental Law & Policy Center) p. VII-195

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ID	COMMENT	COMMENTORS
E-63	<p>Metra, PACE buses, and rental car facilities.</p> <p>Huge quantities of construction materials will be used in the modernization that could result in huge amounts of solid waste. The choice of building materials and products needed for building maintenance can also have adverse air quality impacts, predominantly from materials that emit volatile organic compounds (VOCs). These must be discussed in the EIS. Mitigation measures that should be fully considered in the EIS include: recycling a set percentage of construction debris by weight – consider 40-50 percent range or greater; setting a goal of 25 percent of building materials containing a minimum of 20 percent post-consumer recycled content or 40 percent post-industrial recycled content; and specifying concrete with recycled content or fly ash, recycled-content landscape materials, ceiling tile, carpet, sheathing and gypsum board with recycled content, durable building materials, adhesives and sealants that meet California limits, paints and coatings that meet Green Seal VOC limits, carpets that comply with CRI Green Label IAQ Test Program, composite wood products with no added urea formaldehyde resins, industrial cleaning products and degreasers that meet Green Seal VOC limits.</p>	Howard Learner (Executive Director, Environmental Law & Policy Center) p. VII-196
E-64	I urge the FAA to examine the impact the Program will have on aircraft noise levels and air quality in the communities surrounding O'Hare. Early studies show the Program will allow O'Hare to operate more efficiently and potentially have a positive impact on air quality and aircraft noise.	Shirlanne Lemm (President, Greater O'Hare Association) p. VII-182
E-64.1	When I was a kid and I remember the smell from the stockyard, how it permeated the whole south side and how you couldn't	Charles Louko (Elk Grove Village) p. VII-20

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ID	COMMENT	COMMENTORS
	get away from that. We have the same situation here with air pollution as we did with the stockyards. The only thing is we can't see it. I just think the pollution – it's better to be kept in check.	Charles & Alice Louko (Elk Grove Village) p. VII-20
E-65	More pollution, it will be double.	
E-66	There will be increased pollution both in the air, noise, and a greater impact on all the school children in all the surrounding communities.	Dorrie Madonna (Wood Dale) p. VI-225
E-67	It would increase the pollution and noise that currently exists to an even worse level.	Dr. Ralph Madonna (Wood Dale) p. VI-318
E-68	I want the FAA to look seriously at the amount of transportation problems, environmental pollution that's going to exist and the noise pollution that currently exists.	Dr. Ralph Madonna (Wood Dale) p. VI-319
E-68.1	We see a lot of cancer in Elk Grove. I have to wonder how much in caused by the polluted air we are forced to breathe.	Mrs. Teresa Maioriello (Elk Grove Village) p. VII-58
E-69	Do EPA pollution standards apply to airplanes? If not, why not?	Stan Malinowski (Park Ridge) p. VII-48
E-70	Air pollution, noise and traffic congestion will all increase.	Julie Malon (Elk Grove Village) p. VII-315
E-71	Concerned about the environment, the fumes from the planes expel on my windows. The oil smears and they cannot be cleaned. The patio has to be washed at least three times in the summer due to the exhaust and oil released from the planes.	Sylvia Matezak (Bensenville) p. VII-62
E-72	I have been putting up with the noise and dirt generated by the airplanes, but I am seriously concerned about this expansion. I am against this expansion, which will cause more noise, more pollution, more taxes, and a greater danger to residents in our	Lillian Mayer (Elk Grove Village) p. VII-66

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ID	COMMENT	COMMENTORS
	suburb.	
E-73	I work in Schaumburg. There is always black soot on my car from existing planes. This will get worse.	William Meitzlor (Elk Grove Village) p. VII-109
E-74	We need less not more planes. We do not want more air and noise pollution. At times we find a film on the water of our birdbath and dog's bowl. We have to stop talking till a plane flies over and we have lost 5 dogs to cancer over the last twenty years.	Mr. & Mrs. Michaels (Roselle) p. VII-13
E-75	Airlines are crying for taxpayer's money to bail them out. We feel we are being forced to pay for the poison that is killing us.	Mr. & Mrs. Michaels (Roselle) p. VII-13
E-76	The pollution is terrible. The trees are actually black from soot coming from planes.	Emily Mlynarski (Bensenville) p. VII-185
E-77	Pollution - Will the EPA really do their job or will they look the other way after they write a few letters?	Ted Monegato (Elk Grove Village) p. VII-5
E-78	The biggest problem is the jet plane toxic hazard emission exhaust, and while it won't bother the adults too much, the kids will be getting cancer. And they're talking about double the number of flights – a faster killing of children.	Bill Morrison (Park Ridge) p. VI-159, 160
E-79	Information regarding the proposed methodology and model to be utilized for examining air quality should be made available for review and comment early in the process. A Governor's Certificate related to air quality is required. The assessment must include National Ambient Air Quality Standards, General Conformity review, an indirect source review, and a Transportation Conformity review. Of specific concern are CO, NOx, VOCs, and PM 10/2.5. A puff model should be used. Community receptors locations should be used, their location identified, and the information provided by them made	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-221, 222

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ID	COMMENT	COMMENTORS
	available to the public. The documents must propose how the background levels of NO2, CO, and PM 10/2.5 will be determined. The air quality dispersion model should use the same meteorological input as the capacity-delay model. The model predictions and background must be compared to the NAAQS for NO2, CO, O3, and PM 10/2.5 and to state (Illinois and Indiana) air quality standards for these pollutants. The NEPA process should be integrated and conducted concurrently with requirements of other environmental laws, including the Clean Air Act. A health study related to emissions from O'Hare on surrounding residents and communities.	
E-80	Trucks sitting on the periphery of an airport with their engines idling waiting to be examined (perimeter security) is going to have an impact.	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-96
E-81	Our plants and vegetables have stopped growing because of the pollution and the smell of the fumes is unbearable. Take care of the people regarding noise and pollution.	Josephine Naemy (Des Plaines) p. VII-45
E-82	Major pollution problems.	M. Nelson (Elk Grove Village) p. VII-368
E-83	I've lived under Runway 22 with emissions dropping onto automobiles in my driveway.	Patricia A. Nelson (Des Plaines) p. VI-124
E-84	Why do we have to prove the existence of the present harmful noise, toxic air, and water pollution, and their effects on our lives and our children? And if we cannot prove it, we have no more recourse but to endure more, twice as much.	Patricia A. Nelson (Des Plaines) p. VI-128
E-85	I challenge the FAA to visit the neighborhood on bad days and nights to do their own independent study with measurements of	Patricia A. Nelson (Des Plaines) p. VI-128

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ID	COMMENT	COMMENTORS
	the noise and toxic fumes, not this 24-hour divide by 24 mess at the end of the runway.	
E-86	Nobody measures the noise and pollution from the jet run-ups at night. I'm supposed to sleep quietly at night and let the ground run-up poison my lungs. There is a gigantic ground rumbling and shaking. It has woken me up from sound sleep and it scares you. So how do you get realistic readings on the noise decibels? Find a way to register the toxic fumes at night from the run-up.	Patricia A. Nelson (Des Plaines) p. VI-129, 130
E-87	Concomitant with all this, they want to enlarge all these roads and tollbooths and give us auto emissions to breathe, increased auto emissions. The ring roads. The tollbooth back ups. We have huge back ups and auto emissions. If we widen a ring road, we are going to put thousands and thousand more people riding alone in their cars, giving us auto emissions that are ultimately going to land in our neighborhood and our lungs and our bodies.	Patricia A. Nelson (Des Plaines) p. VI-131
E-88	We live in Bensenville two blocks away from York Road, which the City is proposing to take for expansion. We will be getting all the pollution and noise.	Nery (Bensenville) p. VII-68
E-89	More flights, more noise, pollution, more asthma, hypertension, lung carcinoma.	No Name 5 p. VII-316
E-90	No fresh air, closed windows. People do not want this.	No Name 5 p. VII-316
E-91	The latest announcement that the pollution from the increase in landing and take offs wouldn't be as much as in 1999 is a big lie. More planes, more pollution.	No Name 3 p. VII-354
E-92	I feel that our government is obligated to study fully the	Jackie O'Connor (Elk Grove Village)

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ID	COMMENT	COMMENTORS
	impacts to residential areas when considering such significant increases in pollution due to the volumes of air traffic and subsequent outlying sources of pollution.	p. VII-273
E-93	We'll be affected by all the noise and pollution from the aircraft.	Marina C. Oracion (Bensenville) p. VII-70
E-94	The quality of life for Chicago and surrounding areas is deteriorating because of the pollution from the planes. Our home had a gray roof and now its turning black and that is not from the cars.	Emily Oskin (Elk Grove Village) p. VII-25
E-95	When we moved here our roof shingles were light gray, they are now dark gray, pollution, pollution, and pollution.	Joe Oskin (Elk Grove Village) p. VII-24
E-95.1	Mr. Arman discussed that the impacted area will shrink overall in terms of noise and maybe pollution; but we are very concerned that our impacted area over in DuPage County will increase by about 50 percent what it is now, and we are concerned with possible health hazards, air pollution, and we are concerned also with the noise impact. It is a very, very crucial issue for us, and we expect that the EIS will do a thorough analysis on both of those items, both the noise and the pollution, the air pollution.	Nick Pappas (DuPage County Department of Development and Environmental Concerns) p. VI-108
E-96	The environmental impact on our community needs to be addressed by the FAA including noise, air pollution, and traffic impacts from the increase in the number of flights and physical changes to the airport configuration.	Gary and Barbara Parrin (Elk Grove Village) p. VII-356
E-97	Concerned that noise level and air quality will be intolerable. Air quality issues need to be addressed not only now but into the future.	John Passarelli (Elk Grove Village) p. VII-310, 311
E-97.1	Under the new configuration, five of the eight runways will	Norman J. Pater (Park Ridge)

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ID	COMMENT	COMMENTORS
	directly impact Park Ridge, which will lead to a continuous level of aircraft noise for both arriving and departing aircraft – day and night. Does this mean that Park Ridge can look forward to getting 63 percent of O'Hare's air and noise pollution in the future?	p. VII-79
E-98	With 5/8ths of the runways directly impacting Park Ridge it is apparent that some part of our city will always be subject to nighttime noise and air pollution.	Norman J. Pater (Park Ridge) p. VII-79
E-99	We have been impacted by noise, pollution, and oil on windows, poor quality of life when outdoors.	Arlene Peters (Bensenville) p. VII-319
E-100	Maybe Mayor Daley may benefit, or possibly people in the governor's office, but I don't think anyone who really experiences the day-to-day problem of listening to noise, having your windows cracking, and oil all over and never being able to clean your windows or any part of your property, never being able to go outside and sit down and enjoy your garden or your flowers or anything because of extreme loud noise.	Arlene Peters (Bensenville) p. VI-276
E-100.1	When you utilize the dust process of construction activity that will impact runoff. Those are other areas that need to be considered.	Rick Pettigill (Illinois Environmental Protection Agency, Division of Water Pollution Control) p. VI-39, 40
E-101	The Chicago region is in sever non-attainment for ozone, which precludes the doubling of the polluting planes at O'Hare.	Dolores C. Pino (Morton Grove) p. VII-189
E-102	Jet emissions contain massive amounts of carcinogens.	Dolores C. Pino (Morton Grove) p. VII-189
E-102.1	My concerns are the same concerns as you will hear from most people, the loss of revenue by destroying certain areas especially in Elk Grove Village and Bensenville, increasing our taxes because of that, the quality of air, etc.	Joe Ponko (Elk Grove Village) p. VI-308

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ID	COMMENT	COMMENTORS
E-103	My concern is that the expansion will create more air and noise pollution. Even with the use of improved aircraft engines.	Henry Prangl (Bensenville) p. VII-38
E-104	I believe the pollution levels with twice the flights will exceed any standards of clean air.	Michael Procopio (Bensenville) p. VII-47
E-105	Mannheim Road's role as a strategic arterial moving local O'Hare and regional traffic through Franklin Park. Specific issues relative to the expansion include increase traffic, trucks, cars and buses, resulting in increased congestion, noise/air pollution and delay to area and regional motorists.	Daniel Pritchett (Village President, Franklin Park) p. VI-363
E-106	To expand the airport, thus allowing even more flights to take off and land causing more air pollution does not make any sense to people who want to stay healthy. Please refer to Park Ridge's report on this issue of pollution and health danger.	Roy & Mary Ann Provenza p. VII-139
E-107	An airport elsewhere would alleviate further air pollution here, while the level elsewhere would not be as big as O'Hare.	Roy & Mary Ann Provenza p. VII-139
E-108	Turbo-diesel engines on all aircraft spill out tremendous amounts of turbine gases, which fill our skies. If we continue to add more planes and fill our skies with additional gases by the year 2050 the ozone layer of the earth will be completely gone.	Tony Pulciani (Bensenville) – July 25, 2002 p. VII-16 Tony Pulciani (Bensenville) – August 22, 2002 p. VII-17
E-109	My birdbath in my yard is coated with a red colored oily matter that birds reject. The car windshields have a black oily coating. Noise I can live with but pollution must be recognized.	Tony Pulciani (Bensenville) – July 25, 2002 p. VII-16 Tony Pulciani (Bensenville) – August 22, 2002 p. VII-17

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ID	COMMENT	COMMENTORS
E-110	What about the air quality around here? Yes I'm aware that I chose to live here but I do not want myself or my children to breath in even more jet fuel than we already are and if there is an increase in flights that's just what is going to happen.	Claudine Quevedo p. VII-184
E-111	I'm against the expansion for noise pollution, air pollution, and the fact it's going to take tax dollars away from my town and raise the taxes so high to where nobody is going to live there. Who's going to pay the excess taxes from the business we're going to lose?	Greg Quevedo (Elk Grove Village) p. VI-170
E-112	As far as air pollution goes, I'm not too thrilled about the planes going over my house like every five minutes. In order to hear the TV or radio, we have to have it all the way up. If we're talking on the phone, we have to stop every time a plane goes over. And if they reconfigure the runways, it's going to get worse.	Greg Quevedo (Elk Grove Village) p. VI-171
E-113	How will this increase taxes due to less industrial? I know it will become louder dirtier and more expensive for me.	Leslie M. Quevedo (Elk Grove Village) p. VII-137
E-114	The real concerns are those of noise and polluted air due to fuel, etc. On any given day I have counted on average 50 (close over head) between 6:00-10:00 and 1900-2200.	Leslie M. Quevedo (Elk Grove Village) p. VII-136
E-115	Elk Grove is going to be affected by noise pollution, air pollution, and congestion, but Bensenville is going to lose 600 homes and dozens of businesses.	Harold Reed (Elk Grove Village) p. VI-281
E-116	Concerned about emissions from the construction and operation of the future airport, including oxides and carbon monoxide, other pollutants that we get from the aircraft, from the roadway, from construction, and the timeframe so we know what's	Mike Rogers (Illinois Environmental Protection Agency, Air Quality Planning) p. VI-38

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ID	COMMENT	COMMENTORS
E-117	happening in 2010, 2015, on out into the future.	Leonard Rogus (Bensenville) p. VII-60
E-118	Those with whom I live in the affected area are much younger than my age of 65 and are most concerned about air pollution, noise pollution, health, property values, desecration of ancestor's cemeteries, relocation, loss of income, and psychological damage. It is these people about whom I am concerned and willing to fight, either to maintain the status quo or prevent any expansion.	Leonard Rogus (Bensenville) p. VII-61
E-119	The basis for my opposition is creating more pollution, both in the air and on the ground, which will affect the ozone layer, and this in turn jeopardizes the health of the younger generation.	Leonard Rogus (Bensenville) p. VI-298
E-120	Right now the ozone layer of the world is not in good shape and we have found that the ozone is being very much affected by the pollution here in the O'Hare area.	Gerald J. Roper (President and CEO, Chicagoland Chamber of Commerce) p. VII-44
E-121	The airlines and the Chicago Department of Aviation have already made tremendous strides in addressing aircraft noise and air emissions at the airport. Modernizing O'Hare will increase efficiency, which can help reduce emissions further.	Shelia Rudden-Shoney (Elk Grove Village)
E-122	This area is already congested and polluted enough. I am particularly concerned about the air quality. I don't want my daughter breathing in the pollution.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-237
E-123	We strongly disagree with misleading statements that continue to imply that O'Hare is a minor player in the pollution of our environment or that such environmental destruction should be accepted by the citizenry as an acceptable cost for the associated employment benefits and traveler conveniences.	Jack Saporito (Alliance of Residents Concerning O'Hare)
	Substantial air quality degradation in the entire surrounding area, including criteria, HAPs and ozone.	

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ID	COMMENT	COMMENTORS
E-124	Because the Chicagoland area has been identified as one of the most polluted urban areas in the United States, we are very concerned about what the OMP and related projects and ongoing improvements will add to this very real and seriously negative part of modern life in the area.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-238 p. VII-239
E-125	AReCO does expect that the EIS will actually analyze the amounts of all know hazardous emissions thrown into the environment, both from existing and projected OMP operations, and include probable health impact statements and information, such that the USEPA, environmental organizations such as AReCO and the citizenry to use for judging the health acceptability (or not) of these emissions and the proposed OMP concept.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-240
E-126	AReCO expects that all of the associated emission sources will be included in the EIS analysis, not just selected ones. It is a given that quantitative analyses should be done for the existing criteria emissions of carbon monoxide, ozone, PM10, NOx/NO2, SO2, and lead, as well as, traditionally, VOC's. Additionally, analysis of PM2.5 emission should be done.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-240 p. VII-241
E-127	Emissions must include both ground-based sources associated with the airport operations and airborne aircraft emissions within the mixing zone (0-1000 meters). Ground-based must include all associated passenger and passenger support related automobile and truck vehicular traffic both on and off the airport property.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-241
E-128	Cargo operations are a significant part of airport operations and airline business revenues and are expected to grow at rates	Jack Saporito (Alliance of Residents Concerning O'Hare)

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ID	COMMENT	COMMENTORS
	surpassing those of passenger traffic. The emissions from all cargo operations located on the airport property, along with all cargo trucking operations to/from these facilities must be included in the EIS.	p. VII-241
E-129	Emissions from all other facilities located on the existing or proposed airport property must be included in the analysis, as well as airport and aircraft related operations offsite.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-241
E-130	Define the total potentially affected environment, both natural and man-made. Identify the baselines of all air, water, ground and noise pollution to these environments now generated by all O'Hare and related operations, both on and off airport grounds.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-242
E-131	Inventory all criteria, toxic and hazardous pollutants emitted directly or formed secondarily by O'Hare and aircraft operations. Identify the potential pollutant impacted areas. Detail by zip code number and associated name or city identifier. Identify population and detail by categories of children, adult, and seniors.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-246
E-132	What is the average amount of fuel spent by an aircraft in landing and takeoff modes while within the mixing zone of 1000 meters height, in climbout mode and in taxiing and idle modes? What are the anticipated change(s)? What are they yearly average amounts (pounds) of aircraft air emission created (generated), by emission type, for each mode?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-246
E-133	To what degree does use of reverse thrusters on landing and banking on takeoff have on fuel usages and emissions?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-247
E-134	Quantify all criteria, toxic and hazardous emissions from all relevant sources, including aircraft stationary facilities, ground	Jack Saporito (Alliance of Residents Concerning O'Hare)

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ID	COMMENT	COMMENTORS
E-135	traffic, cargo operations, etc. both on and off airport grounds? List all dates and amounts of fuel dumped in the atmosphere for the last five years? What are the effects? Identify all and quantify all the amounts of decomposing glycols, fuels, etc. (aerosol). What are the effects?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-247
E-136	Address decomposing and synergistic, atmospheric and solar effects of all criteria, hazardous and toxic compounds on the environment (both built and natural), and human and animal health.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-247
E-137	What are the amounts and effects of ozone pollution?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-247
E-138	Discuss the mechanisms of PM formations. What are the effects?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-247
E-139	O'Hare meets the definition of major stationary source and a complex source and must be so treated in this EIS.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-248
E-140	Air quality simulation should be based on best-known information and validated simulator/models, and performed by qualified scientist. EDMS is not accepted worldwide and that other simulators, such as ADMS in Europe, claim improved attributes and accuracy in varying environments. Furthermore, the FAA's EDMS appears to have limited validation testing at this time. AReCO is concerned that pollutant dispersion modeling has historically not extended to beyond about 30 miles radius from the source. The EIS should include references (that are accessible) to all relevant validation studies	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-249

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	for EDMS or any other simulators/models employed in EIS analyses.	
E-141	Simulate baseline scenarios, and OMP scenarios. Draw conclusions relative to acceptability (or not) of the resulting pollution concentrations. For this EIS, it would seem reasonable to establish background trends, based on the last 5 years of measured data (from area monitors), to project the future. ARECO encourages use of air quality monitors data for prediction validation. ARECO asks that all simulator output results be specified to a 95 percent confidence level or better. The key parametric assumptions and limitations built in to the models of any simulator used for predictions should be summarized in the EIS. A complete description of the fundamental algorithms and assumptions encased in any model used for dispersion analysis is required, in order to judge the effectiveness of the model to its application.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-250-252
E-142	The "black goo" is most likely deposition of particulate matter of some kind. Simulate and predict the concentrations of "goo" deposition on structure and foliage surfaces across the area of analysis, using whatever meteorological parameters are necessary.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-252
E-143	Aircraft are a major factor in climate warming. Identify the atmospheric effects.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-254
E-144	List and quantify all the effects of fuel spills.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-255
E-145	Airports rank among the top ten industrial emissions sources,	Jack Saporito (Alliance of Residents Concerning O'Hare)

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	and yet they are virtually unregulated. We are extremely concerned about the serious health environment, noise and other quality of life problems that are related to air transportation.	O'Hare, Inc.) p. VI-143, p. VII-89
E-146	Along with the noise, O'Hare aircraft operations produce massive and unusual types of air, water, noise and ground pollution, all of which are health hazardous and potentially deadly.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-144, p. VII-89
E-147	The implication that lengthening runways is being done to accommodate the new, super huge Air Bus 380. We expect the FAA to fully evaluate the environment, environmental safety, noise, and pollution aspects of operating such behemoths over our heads of the local residents.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-146, p. VII-90
E-148	We are in favor of computer simulations of environmental pollution effect as that is the only way to predict future negative impacts on the environment. FAA will claim that their Emissions Dispersion Modeling System or EDMS correctly and accurately characterizes resulting pollutant concentrations. We believe this is not to be the case. We expect the FAA to attempt to disassociate all aircraft not on the ground from airport pollution emissions and to claim that such aircraft are mobile in nature and that EPA has not set pollution requirements for such mobile emissions. We hope that the FAA will for once address this horrible pollution impact in a consolidated and honest manner.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-147, 148, p. VII-90
E-149	O'Hare's aircraft alone emit more volatile organic compounds than all of the 70 Illinois electrical power plants combined. Carbon monoxide emissions are as high as 60 percent of all of	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-148, p. VII-91

TABLE 10
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ID	COMMENT	COMMENTORS
	the amounts from these plants. The severe impact when combined with O'Hare ground operation more than doubles the extraordinary massive amount of pollution.	
E-150	Constructing new runways or reconfiguring the existing O'Hare will significantly harm communities including neighborhoods, schools, businesses and homes because of the airport and aircrafts' extraordinary amounts and types of noise, water, ground pollution and toxic air pollution, property takings, tax base losses and other quality of life issues.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VII-149, p. VII-91
E-151	The smell of aviation fuel often hangs in the air now. It can only get worse with additional flights.	Susan L. Schell (Elk Grove Village) p. VII-67
E-152	The EIS must conduct a thorough evaluation of the potential air pollution related health risks that might result from the increased number of flights and the reconfigured runways.	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-232
E-153	The EIS must address the issue of environmental impacts resulting from the construction-generated traffic congestion, air pollution and noise on the surrounding communities.	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-234
E-154	The end of this runway will be less than two miles directly east of Fenton High School. Regardless of any soundproofings that may bring relief while indoors, the toxins dumped on us will increase yet again. O'Hare is the largest producer of toxins in the state of Illinois.	Hermann Schmidt (Wood Dale) p. VII-281
E-155	How can we handle twice as much noise and air pollution than we already have?	Hermann Schmidt (Wood Dale) p. VII-281
E-156	Fewer delays will also mean reduced fuel emissions. The proposed western access and other roadway improvements around the airport will relieve a great deal of congestion on the roads, especially helping trucks get in and out of the airport	Monte Sellers (Arlington Signs & Banners) p. VII-181

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ID	COMMENT	COMMENTORS
	more efficiently. I imagine all of this will have a very positive impact on air quality in the area.	
E-157	I teach piano and organ, and that would be kind of disturbing to myself and my students. I think that's one of the main things, pollution and noise.	Edward and Marianne Shad (Bensenville) p. VI-279
E-157.1	If you would like a location to measure air and noise impacts my backyard is perfect to set up.	F. Doyle Shea (Medinah) p. VII-166
E-158	Although I have adjusted to the noise (except I have to stop speaking on the telephone), over the past 1 ½- 2 years I can smell and breathe the jet engine fumes, vapor. Sometimes it gets so bad that it forces me to cough. I now run indoors. One other item: those black lines coming out of the jets on landing – is that jet fuel being dumped on the town?	Dennis Shean (Park Ridge) p. VII-9
E-159	I have no problem with the noise (I expected that), however, no person or entity should be allowed to pollute this heavy in such a densely populated area.	Dennis Shean (Park Ridge) p. VII-9
E-160	The program also means good news for our quality of life. By relieving flight delays and gridlock on the roads around the airport, the program will help reduce emissions.	Bob Snyder (Delta-Wye Electrical Contractors, Elk Grove Village) p. VII-188
E-161	Lifestyle will change for my daughter and her children. Pollution will be involved.	May Spizzo (Elk Grove Village) p. VII-65
E-162	Noise, pollution, and devastation of Bensenville and other towns are some real concerns.	Patti Steffensen (Bensenville) p. VII-27
E-163	I will sum up my comments regarding noise, pollution and traffic in this way: I made a conscious decision almost 9 years ago to move to Bensenville. The town is near an airport. It might be a little noisy and congested at times, but I live near an airport.	Timothy A. Taylor (Bensenville) p. VII-74

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ID	COMMENT	COMMENTORS
E-164	We feel there is already enough airport noise and pollution already.	Rosalleen and Tony Waters (Elk Grove Village) p. VII-51
E-165	Noise, air pollution, tax base and safety concerns should not be forced on those residents and communities who planned based on the current airport configuration. A doubling of air capacity will also increase ground transportation problems.	Robin Weaver (Elk Grove Village) p. VII-291
E-166	The environmental character and future fiscal viability of Park Ridge is threatened by World Gateway as well as the expansion plan. Air quality is affected by airplanes, the airport traffic, and traffic associated with the airport is a major concern of my citizens who bear the burdens of noise and air pollution.	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VI-289, p. VII-130
E-167	The airport is a significant source of toxic and hazardous air pollutants. The remodeling of World Gateway and the expansion plan will increase airport capacity through more gates, bigger boilers, and more buildings. These changes can only mean more pollution, more traffic, but worse and more serious, more toxic emissions.	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VI-289, p. VII-131
E-168	Since the Chicago area is “nonattainment” for the one-hour ozone standard, emission of volatile organic compounds must be assessed to determine if they are about the de minimus level of 25 tons per year. It would be helpful to have emissions information categorized by source type. Transportation conformity would also have to be demonstrated. Other criteria pollutants should be evaluated including particulate matter, carbon monoxide, and oxides of nitrogen.	Kenneth A. Westlake (Chief, Environmental Planning and Evaluation Branch, US Environmental Protection Agency) p. VII-269
E-169	Emissions of air toxic are an area of concern that should be addressed in the context of the O'Hare modernization, including an analysis of the associated sources such as aircraft	Kenneth A. Westlake (Chief, Environmental Planning and Evaluation Branch, US Environmental Protection Agency)

TABLE 10
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ID	COMMENT	COMMENTORS
	activity, ground based motor vehicle, and construction activity. The assessment should discuss how the changes in the emissions would affect the surrounding communities. There should be discussion of any measures that will be taken to mitigate the release of air pollutants.	p. VII-269
E-170	In 1980 you started the fanning on take-offs. This increased the noise impacted area more than 200 percent. Every year the number of flights has increased and noise and air pollution got worse.	Richard Wilson (Des Plaines) p. VII-171
E-171	USEPA and Illinois EPA show that O'Hare is the state's worst polluter. Cancer, asthma and emphysema cases are on the rise and will get worse if any O'Hare expansion takes place.	Richard Wilson (Des Plaines) p. VII-171
E-172	The O'Hare noise and air pollution fight has been going on for many years and I have never heard or read anything that indicates that the FAA has shown any concern or has any expertise on environmental issues. You should work closely with the EPA on this issue.	Richard Wilson (Des Plaines) p. VII-171
F. Noise		
F-1	It's noisy as it is without expansion, without more aircraft. It's almost to the point of being ridiculous and there's some times when they wake up at night, can't go back to sleep because you hear them revving up on the runways or at the service areas.	Virginia Allen (Bensenville) p. VI-312
F-2	We are concerned about quality of life, air pollution, and noise pollution.	Mary Ann Andrews (Elk Grove Village) p. VII-71
F-3	I am opposed to adding the new north runway, 9-27, as this will surely increase traffic and noise directly over my neighborhood.	George Andrianopoulos (Elk Grove Village) p. VI-174, p. VII-312

TABLE 10
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ID	COMMENT	COMMENTORS
	Also, I understand that Runway 9-27 is planned to be built first, hence having a more immediate impact to the noise level over Elk Grove Village.	
F-4	We were supposedly going to get soundproofing. It has not happened. They say that the decibel level is lower on our side than it is on the other side of the street.	William Baird (Bensenville) p. VI-28
F-5	Airlines should be encouraged to retire older, dirtier, noisier aircraft. Aircraft manufacturers should be encouraged to advance noise and air pollution reduction and advance electronics for more safety, and the FAA should be encouraged to remember that it works for the people not for the airlines.	Charles S. Baldachino (Park Ridge) p. VII-12
F-6	We don't need any more pollution, noise or road gridlock.	Mike Baran (Elk Grove Village) p. VII-318
F-7	Even at it's current status changes need to be in place to prevent the noise that is caused at all hours of the night by the operations at the airport. This will only be increased during the construction phase as well as upon the completion. The major problems are the larger/lower flying aircraft. That along with the expanded freight aircraft that consistently disregard the night guidelines by flying low and overriding the city's own guidelines for air traffic after hours. We cannot plan outdoor events because of the potential of being barraged by low flying airplanes during the event.	Robert Bensen (Bensenville) p. VII-278
F-8	O'Hare is the largest source of air and noise pollution in the state of Illinois. The expansion will increase air and noise pollution over Park Ridge by 2500 percent.	Jeffrey and Margaret Blick (Park Ridge) p. VII-276
F-9	I urge the FAA to study quality of life issues like aircraft noise and air quality.	Kimberly A. Bless (President, Northwest & Schaumburg Association of Commerce and Industry)

TABLE 10
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ID	COMMENT	COMMENTORS
F-10	Concerned about the impact it will have on our quality of life, our property values, the noise, the pollution, the increased traffic, and everything else that will go along with expanding the airport.	p. VII-19 Karyn Bock (Elk Grove Village) p. VI-275
F-11	We can't even be outside because the planes are so low and so loud that you can't hear yourself talk; you have to be in the house.	Karyn Bock (Elk Grove Village) p. VI-275
F-12	Our home is in a flight path and we experience constant noise. Especially for the last year, we've noticed that planes are flying much lower. I find that even with the windows closed I cannot do work. Can't have the windows open at night anymore. We've got planes going on between midnight and 5 a.m.	Cheryl Bottje (Roselle) p. VI-200, 201
F-13	I think the biggest problems are diversification of flight patterns, on-time flights, noise reduction, and reduction of traffic congestion both on the ground and in the air. It really degrades the quality of our life.	Cheryl Bottje (Roselle) p. VI-1201
F-14	The concentration of pollution, noise, traffic and other negative influences on the surrounding areas has reached the maximum level of the citizens will tolerate.	Gary Bottje (Roselle) p. VII-183
F-15	The noise is a number one concern of mine. Children can't hear my calling them, we can't have the windows open, and TV, phone conversations, and outdoor activities almost always are interrupted.	Lisa Boulton (Elk Grove Village) p. VII-46
F-16	The noise and fumes are already a health hazard, and increasing the number of flights will have a devastating impact on our community.	Carl Brauweiler (Park Ridge) p. VII-43

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ID	COMMENT	COMMENTORS
F-17	When we lived in our home, you would go in the backyard and you would see oil slick everywhere. FAA paid no attention. I called regularly about the noise impact and about the fact that the fuel smells were so impossible at times in our backyard.	Virginia S. Brauweiler (Park Ridge) p. VI-162
F-18	The planes fly north of my home every minute and a half, coming into Chicago. They leave trails of pollution in the air, film on my windows and only stop until airflow changes and the noisy vibrating departures start leaving O'Hare over Bensenville. The departures fly very low and go directly over my roof, causes my downstairs windows to vibrate and interrupt phone conversations, and you cannot hear the television.	Valerie & Lawrence Brixy (Bensenville) p. VII-14
F-18.1	I grew up in Bensenville, married and still live in Bensenville, at age 50. I raised my family here and they have moved away from the noise, and pollution, which will continue to get worse with the expansion.	Valerie and Lawrence Brixy (Bensenville) p. VII-14
F-19	We are opposed to the further expansion of O'Hare because of the impact upon us and all other residents in our community. We know the air quality is affected, there is noise pollution and the proposed expansion would further affect the quality of life.	Henry Bronars (Bensenville) p. VII-37
F-20	Our daily life is impacted by the noise pollution; conversation is interrupted by noise of take-offs. We are not interested in soundproofing. During nice weather we want our windows open and to enjoy our deck or backyard.	Henry Bronars (Bensenville) p. VII-37
F-21	I'm opposed to the O'Hare expansion on the basis of several reasons: environmental reasons, air pollution, and noise pollution.	Henry Bronars (Bensenville) p. VI-197

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ID	COMMENT	COMMENTORS
F-22	If we have our windows open, a plane can go over and we have to interrupt our conversations, interferes with our enjoying being outside. And we're not interested in living in a soundproofed home, keeping our windows closed during nice weather, not being able to enjoy everyday life.	Henry Bronars (Bensenville) p. VI-198
F-23	Since O'Hare is located in the suburbs, it's the suburbs that actually end up paying the cost of traffic, noise, and air pollution. And the suburbs stand to lose long-term revenue generating businesses, homes, and land.	Tom Callahan (Elk Grove Village) p. VI-264, p. VII-133 No Name 7 p. VII-112
F-24	I've had my home soundproofed, but I can't keep my windows open. It's like living in a tomb. We can't enjoy the backyard because you have to stop speaking when a plane flies over. The proposed expansion sets two more runways right next to the one that I'm just west of. I don't want three times more air traffic over my house. I want less.	Robert Cat (Bensenville) p. VI-199
F-24.1	We will no longer have a feeling that our life is free as planes rattle and shake us to our bones (even if the noise is silenced). It destroys or reverie and impairs our thinking process.	Cheryl Chatroop (Bensenville) p. VII-59
F-24.2	As I reviewed the proposed Chicago O'Hare Modernization Program at the Avalon Banquet facility in Elk Grove, I noted the noise map – it does not include Elmhurst in the noise from aircraft.	June M. Cirone (Elmhurst) p. VII-158
F-24.3	We live in the flight path of 4R-22L. The noise levels at times are deafening. Sunday mornings we are unable to sleep in due to the early 6:30 am arrivals. We are unable to have windows open and watch and hear our television. It's called noise pollution.	June M. Cirone (Elmhurst) p. VII-158

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ID	COMMENT	COMMENTORS
F-24.4	Build another airport - take some of this noise pollution away from this area. We need to feel safe again. We need improvement in the quality of our lives. I have called the O'Hare Noise Abatement Office for years to complain about the noise of aircraft – low flying – frequency- less than a minute intervals – unable to sleep due to noise, etc. – to no avail. Nothing has improved – planes are still quite noisy. Need to make planes less noisy and less frequent!	June M. Cironi (Elmhurst) p. VII-159, 160
F-24.5	I hear the opposition say this and that but it is from the residents of the area. Let me ask them this. Did they know there was an airport nearby when they moved into the area? It really boils down to that. They're concerned about the added noise and traffic. If they are that concerned why did they move in the area in the first place. Additionally, no one is telling them they cannot move. If you don't like it – move!	Andrew J. Costanza p. VII-304
F-25	I want somebody to do something about the constant planes taking off. It's directly over our house. They start at 4:30 in the morning and continue every ten seconds and it goes continuous until 11 o'clock at night. A couple of weeks ago I had my grandson. I was babysitting for my and he was sick. It took me forever to get him to sleep and then the planes started and, of course, you know, he was awakened again. And of course our house isn't soundproofed like a lot of the homes are. I mean, I don't even know if that would help, you know. And who wants to be locked up in the house all day long, you know?	Mary C. Costello (Elk Grove Village) p. VI-192, 193

TABLE 10
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ID	COMMENT	COMMENTORS
F-26	We want to be able to live our lives in peace. That's not going to happen if they expand the airport. It's going to create noise, it affects people's lives, and it disrupts and it paralyzes many people who live closest to the airport.	Bart K. Dill (Elk Grove Village) p. VI-191
F-27	Many years ago my son was imperiled when playing in the street, I yelled to him about an approaching car but the plane noise drowned me out. Fortunately the car stopped.	Robert Doherty (Park Ridge) p. VII-366
F-28	Please take care of the people who live near the airport. We are the ones who have to deal with the noise and pollution.	Lavinia Egonito (Des Plaines) p. VII-42
F-29	There are only occasional jets directly over our home so noise is not as bad as other localities. That would most certainly change if work begins on the field.	Carol Elinert (Des Plaines) p. VII-180
F-30	We would like to know if there would be any change in the air traffic flying over our town with the expansion. Some of the residents are concerned about the noise level as well as officials from School District 87 due to the flight pattern, which seems to fly over the two schools (Sunnyside School and Mac Arthur Middle School) in our town.	Michael A. Esposito (Village President, Village of Berkeley) p. VII-271
F-31	The proposed changes show runways 9L-27R arrival and 9L-27R departure as well as North 9-27 pointed in such a way to increase the noise and pollution in my area.	John Ewald (Elk Grove Village) p. VII-371
F-32	It is impossible to ignore the noise of the planes. If you add more runways it not only will increase our taxes, but the noise will be unbearable. The only one who will profit by this expansion will be Mayor Daley and the city of Chicago. Please do whatever you can to negate this expansion.	Linda Farrell (Elk Grove Village) p. VII-73
F-33	And what about noise? Do we have the right to enjoy our patios and backyards?	Mr. & Mrs. Patrick J. Ferreri (Park Ridge) p. VII-84

TABLE 10
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ID	COMMENT	COMMENTORS
F-34	The noise that is most noxious is from the night cargo flights. Are the cargo planes held to the same noise regulations the passenger flights meet?	Ann Finney p. VII-288
F-35	Noise levels already too high.	Barb Fitzpatrick (Bensenville) p. VII-360
F-36	I definitely opposed it for many reasons. Already the noise is too high. Noise pollution, air pollution, dumping of jet fuel is already horrendous. It's for health reasons and safety reasons we do not need this expansion.	Barb Fitzpatrick (Bensenville) p. VI-205
F-37	Under the modernization program, flight delays will be reduced by 95 percent in bad weather and 79 percent overall. This in turn will reduce the number of homes in the 65 DNL or higher area by 34 percent as well as emissions because aircraft won't have to spend the time idling at the gates and on the ground. And environmental initiatives in place at O'Hare have already reduced emissions by more than a third since 1990.	Herbert E. Gardner (LaGrange Park) p. VI-123
F-38	The air pollution and noise is so bad now that I hate to think what it would be like if the airport was expanded.	Lillian Gardner (Bensenville) p. VII-29
F-39	Continuing increases in flight operations can only mean reduced quality of life and environmental health due to aircraft exhaust and noise. Reconfiguration with six parallel east-west runways will negatively impact the quality of life in Elk Grove Village despite the improvements in noise level for newer aircraft.	Charles E. Glomske (Elk Grove Village) p. VII-86

TABLE 10
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ID	COMMENT	COMMENTORS
F-40	We experience a lot of noise, some of it late at night when we are trying to sleep and some while we are eating dinner. You can't carry on a conversation without stopping in the middle and waiting for an airplane overhead to pass. As soon as one is gone, 30 seconds later there is another one.	Humberto Gramajo (Elk Grove Village) p. VI-284, 285
F-41	We didn't know that it was going to expand so much and be so noisy that we can't even have conversations outside with our neighbors. It's not all the time, but when the flight patterns go over our house, you can't hear, you can't talk on the phone - you can't hear anything. And the children sometimes get frightened because the vibration on the patio cover, which is metal, scares them and they come running in the house because they're frightened because of the noise.	Gail Hall (Elk Grove Village) p. VI-176
F-42	Sometimes during the night, especially in the summer when we like to have the windows open, the airplanes wake us up at night.	Gail Hall (Elk Grove Village) p. VI-176
F-43	A while back planes came so close to our home that I had to close the windows to hear the TV. We hope this will not happen again, of which there is a better chance with so many runways in our direction.	Peggy Hall (Elk Grove Village) p. VII-290
F-44	Supplemental noise matrix must be done to get the full impact of noise pollution. Specific studies must be completed on the impact of current pollution and projected under the new plan.	Ken Haller (Park Ridge) p. VII-57
F-45	Although we enjoyed the ease of driving only thirty minutes to the airport, and I'm certain the close proximity of O'Hare brought more business to Elk Grove, we also had to endure the never-ending noise of planes traveling overhead. Many times the sound is deafening.	Pamela Hartzell (Elk Grove Village) p. VII-301

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
F-46	It is not unusual to wake up at 2:00 a.m. to noise louder than any we hear during the day. My China rattles and I have cracks in the ceiling.	Kathy Hicks (Elk Grove Village) p. VII-362
F-47	Because of the district's close proximity to O'Hare, nine District 59 schools have been eligible for sound abatement funding from either the FAA or City of Chicago, and a tenth school is currently in the design phase for sound abatement improvements.	Robert T. Howard (Superintendent, Elk Grove Township Schools) p. VII-76
F-48	How will air and noise pollution directly attributed to air passenger travel be further exacerbated by a dramatic increase in the number of flights in and out of O'Hare?	Robert T. Howard (Superintendent, Elk Grove Township Schools) p. VII-76
F-49	We just think with additional air traffic, we have to worry about more pollution, we have to worry about more noise pollution. Just the quality of life will really be bad.	Keith Jensen (Elk Grove Village) p. VI-306
F-50	Over the years, we've put up with an increased number of flights, the increase of noise, and the increase of pollution. The increase in flights to 1.6 million can only mean more noise and more pollution. The City says to soundproof. Well, that's okay if you stay in. However, step outside to enjoy your yard or your park or simply open the windows and so much for soundproofing.	Patricia Johnson (Bensenville) p. VI-202
F-51	EIS/Master Plan noise impact analysis should include discussion of other noise metrics, data and basis for the DNL (24 hr) metric and the 365 day average DNL for deciding area of impact, a look at noise under different existing and projected operating conditions, including what happens if the project stops short of all the new runways.	Joseph Karaganis (Counsel to Suburban O'Hare Commission) p. VII-199

DRAFT

Chicago O'Hare International Airport

**TABLE 10
COMMENT SUMMARY**

ID	COMMENT	COMMENTORS
F-55	The airplane noise is unbearable at times. You can't have phone conversations. It interferes with television.	Nancy L. Klaus (Bensenville) p. VII-72
F-56	The voluntary fly quiet program seemed to work, as we would rarely have disturbances during the sleeping hours. Six years later, it is so different - we have planes most days of the week with no breaks. It is like being under siege. Something changed since six years ago too, in that they are now flying much lower than they use to. Planes are flying very low, 30 seconds apart and this goes on most days about 16 hours each day. Many times too we now have planes throughout the night, waking us at various hours during the middle of the night.	Georgianne Kline (Medinah) p. VII-167, 168
F-57	We have open forest preserves, the Lake St. Industrial Corridor, right by us and they could fly towards O'Hare with slightly different approaches on take-off patterns and disturb a lot less people.	Georgianne Kline (Medinah) p. VII-168
F-58	O'Hare is unbearable on certain days. You wear out from the constant bombardment and their consistency and noise. Can't have the windows open, hard to enjoy our yard and decks. This is not optimum quality of life.	Georgianne Kline (Medinah) p. VII-169, 170
F-59	We cannot sleep at night because of the planes.	Arlene Klitzke (Elk Grove Village) p. VI-168
F-60	When the new quiet jets pass over our house, we are unable to speak to each other, unable to hear a TV or radio program.	David P. and Mary Ann Krebs p. VII-2

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
F-61	<p>My only complaint is the height of the aircraft where they fly over my home. The 27 three engines and two engine aircraft are the worst to stop conversation on the patio, or eating on the patio. They're too low, it's miserable and it lasts for three quarters of a minute to a minute, a minute and a half because you hear it coming over your head. A solution would be to take lighter aircraft, use the start of the runway and let them get up in the air as close as possible from the spot they left and be climbing so that they're way up in the air where it's more tolerable.</p>	Everett Kuehlman (Elk Grove Village) p. VII-326
F-62	<p>I am concerned about the environmental impacts. I am already subjected to the noise and pollution created by a steady stream of airplanes flying over my property. Increasing the number of flights will only create higher noise and pollution levels, with a negative impact on the health, safety, and general well being of area residents.</p>	Ann Kuffel (Elk Grove Village) p. VII-173 Susan Kuffel (Elk Grove Village) p. VII-175
F-63	<p>This plan is too complex and it would add to the delays rather than fixing the problems. By the time the reconfiguration is complete, the airport would not satisfy the number of flights projected for the airport and region. So what has been accomplished? More noise, more pollution and more risk (safety issue).</p>	Marian Kurzeja (Bensenville) p. VII-54
F-64	<p>How can more flights/capacity improve our quality of life? Logic says that we will have significantly more noise, more pollution and more risk to those living in close proximity.</p>	Walter Kurzeja (Bensenville) p. VII-369

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
F-65	The airlines fly those jumbo jets at low elevations over heavy populated areas. Their jet engines straining for altitude as they turn in their destination direction. The vibration is as bad as the noise.	Philip M. Lacivita (Bensenville) p. VII-138
F-66	It is going to adversely affect my peace and quiet along with my property values.	Emerson Ladd p. VII-10
F-67	Low flying airplanes are overhead 24/7. There are hours upon hours when airplanes come overhead every 1 to 3 minutes. Too often the airplanes obviously violate noise and height restrictions.	Paul and Teresa Latourney (Roselle) p. VII-274
F-68	My father is a pilot and I don't like the sound of planes over my head when I am trying to sleep.	Mike B. Larkin (Elk Grove Village) p. VII-136
F-69	Where my mom and I live would be in the path for new runways and I don't want them because it's already too noisy.	Mike B. Larkin (Elk Grove Village) p. VII-136
F-70	I urge the FAA to examine the impact the Program will have on aircraft noise levels and air quality in the communities surrounding O'Hare. Early studies show the Program will allow O'Hare to operate more efficiently and potentially have a positive impact on air quality and aircraft noise.	Shirlanne Lemm (President, Association) Greater O'Hare p. VII-182
F-71	More noise, it will be double. More insulating homes, windows, etc.	Charles & Alice Louko (Elk Grove Village) p. VII-20
F-72	Let's separate the traffic, noise, etc. into smaller areas.	Charles & Alice Louko (Elk Grove Village) p. VII-20
F-73	There will be increased pollution both in the air, noise, and a greater impact on all the school children in all the surrounding communities.	Dotrice Madonna (Wood Dale) p. VI-225

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
F-74	I want the FAA to look seriously at the amount of transportation problems, environmental pollution that's going to exist and the noise pollution that currently exists. Planes go over our homes every 30 seconds, day and night. The noise is terrible.	Dr. Ralph Madonna (Wood Dale) p. VI-319
F-75	Does the 65 and 75 DNL airplane noise criteria apply to other industries? If not, why not? How is the DNL noise level arrived at? Is it because of airplane noise limitations or noise impact affects on the people?	Mrs. Teresa Maioriello (Elk Grove Village) p. VII-58
F-76	Air pollution, noise and traffic congestion will all increase.	Stan Malinowski (Park Ridge) p. VII-48
F-77	I have been putting up with the noise and dirt generated by the airplanes, but I am seriously concerned about this expansion. I am against this expansion, which will cause more noise, more pollution, more taxes, and a greater danger to residents in our suburb.	Julie Malon (Elk Grove Village) p. VII-315
F-78	We need less not more planes. We do not want more air and noise pollution. At times we find a film on the water of our birdbath and dog's bowl. We have to stop talking till a plane flies over and we have lost 5 dogs to cancer over the last twenty years.	Lillian Mayer (Elk Grove Village) p. VII-66
F-79	Can't have company over whether inside or outside because of loud noise from planes. The house vibrates.	Mr. & Mrs. Michaels (Roselle) p. VII-13
F-80	The soundproofing of the homes started nine houses south of ours!	Emily Mlynarski (Bensenville) p. VII-185
F-81	The hundreds of planes that fly over our neighborhood now are more than enough, as the noise is deafening at times.	Ted Monegato (Elk Grove Village) p. VII-5
F-82		Mr. and Mrs. Robert R. Muff (Elk Grove Village) p. VII-298

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
F-83	The Commission's comments include a request to analyze the noise impacts of the proposed runway configurations at current, anticipated and maximum levels of flight operations. The Commission is also asking the FAA to evaluate the effectiveness of the Fly Quiet Program in relation to the proposed reconfiguration of O'Hare's runways and identify possible alternative programs.	Arlene Mulder (Mayor, Village of Arlington Heights and Chairperson, O'Hare Noise Compatibility Commission) p. VII-147
F-84	The O'Hare Noise Compatibility Commission urged the mayor and governor to consider the potential effects of aircraft noise and possible mitigation efforts during the discussion and decision making phases the O'Hare Modernization Program.	Arlene Mulder (Chairperson, O'Hare Noise Compatibility Commission) p. VII-152
F-85	The noise analysis should be conducted in accordance with FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts, and FAA Order 5050.4A, Airport Environmental Handbook	Arlene Mulder (Chairperson, O'Hare Noise Compatibility Commission) p. VII-153
F-86	The OMP EIS should use the DNL metric analysis for the current state of conditions at O'Hare and for the anticipated demand of the runway system based on full build of the full alternative.	Arlene Mulder (Chairperson, O'Hare Noise Compatibility Commission) p. VII-153
F-87	The OMP should look at supplemental noise metrics (i.e. Leq, SEL, Lmax and Time-Above) in areas that show an increase of 1.5 DNL or more within the 65 DNL contour. The noise metrics should reflect changes between No Action and the fully proposed alternative.	Arlene Mulder (Chairperson, O'Hare Noise Compatibility Commission) p. VII-153

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTATORS			
F-88	The FAA should evaluate the effectiveness of the Fly Quiet Program in relation to the preferred alternative and identify a new or different form of the voluntary nighttime program that would benefit the communities around O'Hare. The FAA should review opportunities to utilize RNAV departure procedures to ensure accurate and repeatable operation of proposed Fly Quiet procedures such as those offered by the current Advanced Flight Track Procedures (AFTPro) program.	Arlene Mulder (Chairperson, Compatibility Commission)	O'Hare	Noise	
F-89	The OMP EIS should conduct a comparison between No Action traffic flows and how they could or might change with the Proposed Alternative. New traffic flow changes could cause unwarranted noise over communities or residential areas that may not experience the same frequency or type under current conditions.	Arlene Mulder (Chairperson, Compatibility Commission)	O'Hare	Noise	
F-90	In the OMP EIS process, it would be most beneficial to have a re-examination of how the airspace around O'Hare is utilized for arrival and departure traffic.	Arlene Mulder (Chairperson, Compatibility Commission)	O'Hare	Noise	
F-91	The OMP EIS document should clearly explain the following elements for each proposed runway reconfiguration alternative: proposed flight paths, proposed air traffic procedural changes, how and when each proposed flight path and/or procedural change will be implemented.	Arlene Mulder (Chairperson, Compatibility Commission)	O'Hare	Noise	

**TABLE 10
COMMENT SUMMARY**

ID	COMMENT	COMMENTORS
F-92	The OMP EIS should analyze noise impacts of the proposed runway reconfigurations under current, anticipated and future demand. For each proposed runway configuration, the EIS should separately analyze and report noise impacts assuming current frequency of flight operations and noise impacts assuming increases in frequency of flight operations enabled by the configuration. The EIS noise analysis should clearly document the number of additional takeoffs and landing assumed and how they were assigned to existing and/or future flight paths.	Arlene Mulder (Chairperson, Compatibility Commission) p. VII-154
F-93	The EIS should look at the impacts of noise mitigation ground procedures that may be affected by any runway addition or reconfiguration or material alternations to the airfield.	Arlene Mulder (Chairperson, Compatibility Commission) p. VII-154
F-94	The EIS should include a runway design plan, consistent with the pending federal legislation (H.R. 3479 and S.B. 2039), that shows that the aircraft noise impacts of aircraft operations in the calendar year immediately following the year in which the first runway is first used, and in each calendar year thereafter, will be less than the noise impact in year 2000.	Arlene Mulder (Chairperson, Compatibility Commission) p. VII-154

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
F.94.1	Consistent with the ONCC's mission in focusing on reducing aircraft noise at the source and points of impact, the ONCC believes the FAA should work with all parties and stakeholders to support a balanced noise control plan as reflected in the following measures: maintain strong financial commitment and earmark additional funding for residential and school sound insulation programs; support increased funding for NASA quiet aircraft technology programs; secure additional funding for the development and implementation of advanced flight management system technology, including equipped global positioning system software in all plane; ensure greater compliance by carriers using the nighttime flight track procedures, including "fly quiet" guidelines and evaluate the need for controls on nighttime flights.	Arlene Mulder (Mayor, Village of Arlington Heights and Chairperson, O'Hare Noise Compatibility Commission) p. VII-154, 155

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
F-95	<p>Information regarding the proposed modeling and data should be made available early in the process for review and comment. The discussion should include an analysis of 14 CFR Parts 36, 91, 150, and 161, the Integrated Noise Model Version 6.0c, Noise Impact Routing System. Both in-flight noise and ground noise should be analyzed, including documenting existing conditions. Seasonal and weekly variations from the annual averages of traffic and airport use and impacts on schools and children should be assessed. The DEIS should include the history of local public comment by citizens and government on O'Hare's noise history. FAA or sponsor should provide a description of the proposed methodology for estimating the population affected by various noise levels. Analysis should include time above threshold. Noise contours should be developed for interim construction impacts.</p>	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittmanLLP and Karaganis & White Ltd.) p. VII-218, 219
F-96	<p>Potential land use impacts associated with changes in noise levels within surrounding communities should be calculated for the 55-60dB, 60-65dB, 65-70dB, 70-75dB, and greater than 75dB for the OMP and all alternatives. The effects of mitigation measures should also be modeled.</p>	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittmanLLP and Karaganis & White Ltd.) p. VII-219
F-97	<p>Noise mitigation measures in the newly impacted areas and business relocation from these areas will most likely cost more than the benefits from noise reduction in the areas that had previously experienced noise impacts and had installed noise mitigation measures.</p>	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittmanLLP and Karaganis & White Ltd.) p. VII-220
F-98	<p>The FAA is required to insure that aviation facilities be constructed and operated to minimize current projected noise impact on nearby communities.</p>	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-90

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
F-99	Come to Des Plaines and hear the noise. Take care of the people regarding the noise and pollution.	Josephine Naemy (Des Plaines) p. VII-45
F-100	They're promising soundproofing, but our neighborhood, which is only two miles north of the proposed northern runway, is not eligible because we're not at the end of the runway.	Patricia A. Nelson (Des Plaines) p. VI-127
F-101	Why do we have to prove the existence of the present harmful noise, toxic air, and water pollution, and their effects on our lives and our children? And if we cannot prove it, we have no more recourse but to endure more, twice as much.	Patricia A. Nelson (Des Plaines) p. VI-128
F-102	I challenge the FAA to visit the neighborhood on bad days and nights to do their own independent study with measurements of the noise and toxic fumes, not this 24-hour divide by 24 mess at the end of the runway.	Patricia A. Nelson (Des Plaines) p. VI-128
F-103	I've sat on Lake Opeka and watched with my watch as the planes went over under a thousand feet every single minute. That will be down to 30 seconds when we get all the runways. They don't go in a straight line because they're trying to curb the noise, they take off steep pitched and bank over the homes and lakes in a very treacherous manner. Some day we're going to have a big crash.	Patricia A. Nelson (Des Plaines) p. VI-129
F-104	Nobody measures the noise and pollution from the jet run-ups at night. I'm supposed to sleep quietly at night and let the ground run-up poison my lungs. There is a gigantic ground rumbling and shaking. It has woken me up from sound sleep and it scares you. So how do you get realistic readings on the noise decibels? Find a way to register the toxic fumes at night from the run-up.	Patricia A. Nelson (Des Plaines) p. VI-129, 130, 134

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
F-105	The FAA is going to have to enforce a large environmental safety buffer and soundproofing for everyone.	Patricia A. Nelson (Des Plaines) p. VII-134
F-106	We live in Bensenville two blocks away from York Road, which the City is proposing to take for expansion. We will be getting all the pollution and noise.	Nery (Bensenville) p. VII-68
F-107	If you soundproof schools, churches across the street from me, why can't you soundproof my condo?	Ken Niven (Elk Grove Village) p. VII-191
F-108	It's a waste of our taxpayers money and harming millions of people's sleep and well-being.	No Name 1 p. VII-352
F-109	Just the noise from twice the number of planes will become impossible to live here.	No Name 3 p. VII-354
F-110	More flights, more noise, pollution, more asthma, hypertension, lung carcinoma.	No Name 5 p. VII-316
F-111	World Business Chicago believes that construction of the OMP as proposed will result in reduced noise levels; dramatically reduced flight delays (and hundreds of millions in economic costs they incur), and we believe that positive benefits in employment and tax base growth and well as general economic stimulation will be profound	Paul O'Connor (Executive Director, World Business Chicago) p. VII-107
F-112	When will FAA supplement noise metric for all areas affected? Will the FAA get involved during the process to make sure all plans have met the criteria for safety and noise?	Joseph Oliveto (Elk Grove Village) p. VII-314
F-113	We'll be affected by all the noise and pollution from the aircraft.	Marina C. Oracion (Bensenville) p. VII-70
F-114	When the planes fly over the house trembles and also you can't hear everything.	Joe Oskin (Elk Grove Village) p. VII-24

**TABLE 10
COMMENT SUMMARY**

ID	COMMENT	COMMENTORS
F-114.1	Mr. Arman discussed that the impacted area will shrink overall in terms of noise and maybe pollution; but we are very concerned that our impacted area over in DuPage County will increase by about 50 percent what it is now, and we are concerned with possible health hazards, air pollution, and we are concerned also with the noise impact. It is a very, very crucial issue for us, and we expect that the EIS will do a thorough analysis on both of those items, both the noise and the pollution, the air pollution. In terms of noise impact, we expect a more comprehensive noise soundproofing program. We expect that at least 65 DNL transport will be used in the future, and also all homes and all businesses regardless of ownership should be soundproofed.	Nick Pappas (DuPage County Department of Development and Environmental Concerns) p. VI-108
F-115	The environmental impact on our community needs to be addressed by the FAA including noise, air pollution, and traffic impacts from the increase in the number of flights and physical changes to the airport configuration.	Gary and Barbara Parrin (Elk Grove Village) p. VII-356
F-116	It would inconvenience those people who already live here in terms of the amount of traffic and noise that would happen.	Steve Partman (Elk Grove Village) p. VI-267, 268
F-117	Concerned that noise level and air quality will be intolerable. Noise decibel tolerances should not only be addressed by decibels but also by frequency. Tolerable decibel levels should be reduced below the 65 level.	John Passarelli (Elk Grove Village) p. VII-310, 311

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
F-118	Under the new configuration, five of the eight runways will directly impact Park Ridge, which will lead to a continuous level of aircraft noise for both arriving and departing aircraft. Does this mean that Park Ridge can look forward to getting 63 percent of O'Hare's air and noise pollution in the future? With 5/8ths of the runways directly impacting Park Ridge it is apparent that some part of our city will always be subject to nighttime noise and air pollution. What routing of aircraft could be put into place to minimize the noise during normal sleeping hours? With all this additional capacity can late night and early morning flights be banned at O'Hare as is done at Boston and John Wayne in Orange County? Many of the airlines have been required to use the quieter Stage 3 aircraft at O'Hare – but not all users of O'Hare. Who are the exceptions and why are they getting a pass?	Norman J. Pater (Park Ridge) p. VII-79
F-119	The lower the plane, the higher the noise level. Are there regulations at O'Hare as to the minimum height an aircraft may fly over residential areas when in a landing or taking off pattern? What's the penalty, if any, for violations?	Norman J. Pater (Park Ridge) p. VII-79
F-120	We get 747s at times. They just barely make, clear the trees and when we're talking, it's hard to really even listen to what we're saying to each other. With the expansion, it's going to make it difficult. We have two children and we would like to really keep our families as a whole. We would like to see – have the neighbors as any of us would like to see Bensenville stay as a whole community because it's a great community.	Oronzo and Concetta Peconio (Bensenville) p. VI-309, 310
F-121	We have been impacted by noise, pollution, and oil on windows, poor quality of life when outdoors.	Arlene Peters (Bensenville) p. VII-319

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
F-121.1	Maybe Mayor Daley may benefit, or possibly people in the governor's office, but I don't think anyone who really experiences the day-to-day problem of listening to noise, having your windows cracking, and oil all over and never being able to clean your windows or any part of your property, never being able to go outside and sit down and enjoy your garden or your flowers or anything because of extreme loud noise.	Arlene Peters (Bensenville) p. VI-276
F-122	I live at Devon and 83. If they were going straight through on the runway, they would not be coming over my house. But when they veer off real sharply coming off that long runways, they are coming over and making all kinds of noise in the middle of the night. This big plane came right over the house and it could have shook the whole house that's how low it was when it came over.	Pete Peters (Bensenville) p. VI-313
F-123	Noise regulation and control is nonexistent.	Dolores C. Pino (Morton Grove) p. VII—189
F-124	My concern is that the expansion will create more air and noise pollution.	Henry Prangl (Bensenville) p. VII-38
F-125	Mannheim Road's role as a strategic arterial moving local O'Hare and regional traffic through Franklin Park. Specific issues relative to the expansion include increase traffic, trucks, cars and buses, resulting in increased congestion, noise/air pollution and delay to area and regional motorists.	Daniel Pritchett (Village President, Franklin Park) p. VI-363
F-126	Airplane operations and their noise impacts on Franklin Park. While many properties have received soundproofing improvements, we would request an additional increase in that initiative.	Daniel Pritchett (Village President, Franklin Park) p. VI-364

TABLE 10
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ID	COMMENT	COMMENTORS
F-127	Noise I can live with but pollution must be recognized.	Tony Pulciani (Bensenville) – July 25, 2002 p. VII-16
F-128	We are talking about the sound pollution which is already at a very poor level but to increase it; I'm afraid not for just for my little boy's or my unborn child's hearing but for the thousands of other children's hearing in this and surrounding towns as well.	Tony Pulciani (Bensenville) – August 22, 2002 p. VII-17
F-129	I'm against the expansion for noise pollution, air pollution, and the fact it's going to take tax dollars away from my town and raise the taxes so high to where nobody is going to live there. Who's going to pay the excess taxes from the business we're going to lose? In order to hear the TV, we have to have it all the way up. In order to hear the radio, we have to have it cranked up. If we're talking on the phone, we have to stop talking on the phone every time a plane goes over. And if they reconfigure the runways as they're doing it, they're going to be going east-west and it's going to be worse.	Greg Quevedo (Elk Grove Village) p. VI-170, 171
F-130	How will this increase taxes due to less industrial? I know it will become louder dirtier and more expensive for me.	Leslie M. Quevedo (Elk Grove Village) p. VII-137
F-131	The real concerns are those of noise and polluted air due to fuel, etc. On any given day I have counted on average 50 (close over head) between 6:00-10:00 and 1900-2200.	Leslie M. Quevedo (Elk Grove Village) p. VII-137
F-132	Elk Grove is going to be affected by noise pollution, air pollution, and congestion, but Bensenville is going to lose 600 homes and dozens of businesses.	Harold Reed (Elk Grove Village) p. VI-281

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
F-133	We have concerns about noise.	Mike Rogers (Illinois Environmental Protection Agency, Air Quality Planning) p. VI-138
F-134	Those with whom I live in the affected area are much younger than my age of 65 and are most concerned about air pollution, noise pollution, health, property values, desecration of ancestor's cemeteries, relocation, loss of income, and psychological damage. It is these people about whom I am concerned and willing to fight, either to maintain the status quo or prevent any expansion.	Leonard Rogus (Bensenville) p. VII-60
F-135	The airlines and the Chicago Department of Aviation have already made tremendous strides in addressing aircraft noise and air emissions at the airport. Modernizing O'Hare will increase efficiency, which can help reduce emissions further.	Gerald J. Roper (President and CEO, Chicagoland Chamber of Commerce) p. VII-44
F-136	The noise is already too much, as is the traffic in the area. My windows vibrate. I am unable to hear people over the phone when planes go directly overhead.	Sheila Rudden-Shoney (Elk Grove Village) p. VII-49
F-137	Large increases in noise pollution, so loud in some cases as to cause relocations.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-238
F-138	Define the total potentially affected environment, both natural and man-made. Identify the baselines of all air, water, ground and noise pollution to these environments now generated by all O'Hare and related operations, both on and off airport grounds.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-239
F-139	The FAA's technical people acknowledge that the noise contours will increase as we get more aircraft and larger	Jack Saporito (Alliance of Residents Concerning O'Hare)

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
	aircraft. Identify the noise contributions from all aircraft, stationary facilities, ground traffic, etc., both on and off airport grounds.	p. VII-242
F-140	What are the realistic projections of the noise contour? A more realistic measure than the Day-Night Level (DNL) metric is needed to determine the effects of noise on the populace. The CNEL should be taken into account for earlier evening hours. The FAA should use 55 dB CNEL. Incorporate Single Event Noise Exposure Level (SENEL). Take into account 45db. Take into consideration perceived level, spikes, time of year, opened or closed windows, duration and frequency of noise event, meteorological events, etc.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-242
F-141	Since inaudible low and high frequency sound waves emitted from aircraft cause real and serious damage to human health and structures; what are the physical and psychological impacts to human health caused by exiting conditions? What can be anticipated by the change(s)? What is the existing impact on structures? What can be anticipated by the changes(s)? How far away from airport are structures affected? What are the existing costs of damage to structures? What will be the projected damages and their costs?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-243
F-142	What are all the impacts of aircraft noise (sound waves/vibration) on human physical and psychological health and our children's health, motivation and education? What are the effects on a child studying in a home without soundproofing? What are effects on pregnant women? What can be anticipated by the change(s)? What are and/or will be the costs to work-related performance and productivity?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-243

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
F-143	What damage does the compression of the sound wave cause on human and animal organs? What are the resulting effects to human health? What are the associated costs? What is the hospitalization rate due to aircraft noise?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-243
F-144	Show effects of sleep disturbances caused by airport and aircraft operations (including ground run-up, and surface noise).	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-243
F-145	Do not use the INM model without independent validation of all model input. Compare/show available monitoring data.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-243
F-146	Airports rank among the top ten industrial emissions sources, and yet they are virtually unregulated. We are extremely concerned about the serious health environment, noise and other quality of life problems that are related to air transportation.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-143, p. VII-89
F-147	Along with the noise, O'Hare aircraft operations produce massive and unusual types of air, water, noise and ground pollution, all of which are health hazardous and potentially deadly.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-143, p. VII-89
F-148	The implication that lengthening runways is being done to accommodate the new, super huge AirBus 380. We expect the FAA to fully evaluate the environment, environmental safety, noise, and pollution aspects of operating such behemoths over our heads of the local residents.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-146p. VII-90
F-149	As planes are getting larger in the future and large new planes are just as noisy or noisier than smaller, older planes, airport modernization to accommodate these larger planes is destined to increase noise including nighttime noise from huge	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-146, 147, p. VII-90

TABLE 10
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ID	COMMENT	COMMENTORS	
F-150	freighters. O'Hare should be restricted to only Stage IV compliant aircraft for any four-engine aircraft.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-149, p. VII-91	
F-151	Constructing new runways or reconfiguring the existing O'Hare will significantly harm communities including neighborhoods, schools, businesses and homes because of the airport and aircrafts' extraordinary amounts and types of noise, water, ground pollution and toxic air pollution, property takings, tax base losses and other quality of life issues.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-244	
F-152	List how airport/aircraft noise affects communication in relationships.	Susan L. Schell (Elk Grove Village) p. VII-67	
F-153	The current level of noise is nearly unbearable as it is. Especially the flights at 2 a.m.-4 a.m., which sound low enough to brush the roof of the house.	Hermann Schmidt (Wood Dale) p. VII-281	
F-154	The end of this new runway will be less than two miles directly east of Fenton High School. How can we handle twice as much noise and air pollution than we already have?	We moved here because it was close to work, a nice place to live too, and we enjoy it very much. And we sure wouldn't enjoy more noise overhead by the airplanes.	Don Scott (Elk Grove Village) p. VI-302
F-155	The noise is overwhelming now, so obviously it would increase.	Patricia Scott (Elk Grove Village) p. VII-64	
F-156	It would be noisy and kind of dangerous. There would be too much noise and it would be difficult to get used to.	Edward and Marianne Shad (Bensenville) p. VI-279	
F-157	I teach piano and organ, and that would be kind of disturbing to myself and my students. I think that's one of the main things, pollution and noise.	Edward and Marianne Shad (Bensenville) p. VI-279	
F-158	Engines rev, very obnoxious whining and at some point they	F. Doyle Shea (Medinah)	

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
	come every 30 seconds. Maybe for 3-4 days non-stop. With the expansion all but 1 runway will go east and west. At that point we will have no chance. Never a break, never a full nights sleep. I will have to move. Of course many of my neighbors will too, so there goes the property values.	p. VII-164, 165
F-158.1	If you would like a location to measure air and noise impacts my backyard is perfect to set up.	F. Doyle Shea (Medinah) p. VII-166
F-159	I have no problem with the noise (I expected that), however, no person or entity should be allowed to pollute this heavy in such a densely populated area.	Dennis Shean (Park Ridge) p. VII-9
F-160	The data used to define noise (DNL) contours for existing conditions as well as forecasts based on the proposed new and or required runway configuration must be readily accessible to all interested parties. The public should be given an opportunity to participate in the development and review of the models and data used generate the noise contours and the projected noise impact area.	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-232, 233
F-161	As a result of the program, the noise-impacted area inside the 65 DNL contour in DuPage County is expected to increase by at least 48 percent. To address this impact, the future expansion program must include a comprehensive noise compatibility program. We recommend that the following changes must be part of the new sound proofing program: must be based on the FAA's 65 DNL threshold for soundproofing (and not the 70 DNL used by the City of Chicago up to the present), all homes, including multiple family and rental units, as well as all businesses, should be included in the soundproofing program, all stakeholder and impacted	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-233

TABLE 10
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ID	COMMENT	COMMENTORS
F-162	communities should be involved in the design of the program.	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-234
F-163	The EIS must address the issue of environmental impacts resulting from the construction-generated traffic congestion, air pollution and noise on the surrounding communities.	Jeffrey T. Sherwin, Mayor, City of Northlake (Resolution No. R-16-2001) p. VII-336
F-164	The plan for runway realignment will provide a 50 percent reduction in the number of homes subjected to aircraft noise of 65 decibels or greater in all communities surrounding O'Hare. It will result in a 100 percent reduction of homes subjected to aircraft noise of 65 decibels or greater in the City of Northlake.	Jeffrey T. Sherwin, Mayor, City of Northlake (Resolution No. R-17-2001) p. VII-340, 341
F-165	According to the 1997 Noise Contour, the City of Northlake had the most single-family homes impacted by noise levels of 70 decibels or higher out of any municipality (except unincorporated Cook County). The 2000 Noise Contour shows that the City of Northlake still have over 2,800 homes affected by noise levels of 65 decibels or higher, which represents 87 percent of the homes in Northlake. The relief from aircraft noise, which will be realized from the implementation of the plan, will not be realized for 15 years, and residents will continue to be subjected to aircraft noise of 65 decibels or higher in the interim. If the runway configuration is not implemented, residents will continue to be subjected to aircraft noise of 65 decibels or higher on a permanent basis. The City of Northlake hereby calls upon the City of Chicago to extend funding for the residential sound insulation program to include homes subjected to aircraft noise of 65 decibels or higher.	May Spizzo (Elk Grove Village) p. VII-65
F-166	Noise all over the city. More noise – we do not need that.	Patti Steffensen (Bensenville)

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ID	COMMENT	COMMENTORS
F-167	towns are some real concerns.	p. VII-27 Louis Tanner (Elk Grove Village)
F-168	Air traffic is heavy some days that I cannot hear what the other person is saying, until the plane has cleared the area. I will sum up my comments regarding noise, pollution and traffic in this way: I made a conscious decision almost 9 years ago to move to Bensenville. The town is near an airport. It might be a little noisy and congested at times, but I live near an airport.	p. VII-36 Timothy A. Taylor (Bensenville) p. VII-74
F-169	My big complaint is the airplanes that constantly fly over my house from all hours of the night. You can't keep the windows open. You can't have a conversation outside. You have to sit inside to make a phone call. Planes are constantly roaring. I don't think the airport has done nearly enough to keep the planes quiet and now the expansion is going to make it worse.	Ron Tuozzo (Elk Grove Village) p. VI-320
F-169.1	I also believe that we are not getting the full story regarding the circle highway, west entrance, pollution, noise, or environmental impact.	Steve Unger (Elk Grove Village) p. VII-32
F-170	I cannot live with 3 to 4 hours of sleep some nights because planes are taking off and landing at all hours of the night. I do not have the liberty to have a cook out in my backyard because planes are landing every 30 seconds. I have to run my air conditioning all summer rather than opening my windows in my home because of air traffic noise.	Norene Vacura (Bensenville) p. VII-287
F-171	I also deal with the noise of planes taking off and landing over my home. There are times my windows do rattle. I do need to stop mid-conversation when some planes take off.	Barbara L. Warrington (Elk Grove Village) p. VII-81
F-172	We feel there is already enough airport noise and pollution already.	Rosaleen and Tony Waters (Elk Grove Village) p. VII-51

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ID	COMMENT	COMMENTORS
F-173	Noise, air pollution, tax base and safety concerns should not be forced on those residents and communities who planned based on the current airport configuration. A doubling of air capacity will also increase ground transportation problems.	Robin Weaver (Elk Grove Village) p. VII-291
F-174	The noise will be double on those of us who live in the path of the airways.	Marian Werner (Park Ridge) p. VII-141
F-175	The environmental character and future fiscal viability of Park Ridge is threatened by World Gateway as well as the expansion plan. Air quality as affected by airplanes, the airport traffic, and traffic associated with the airport is a major concern of my citizens who bear the burdens of noise and air pollution.	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VI-289, p. VII-130
F-175.1	Mayor Daley's answer to all this noise and pollution is to further expand the airport and to silence a token number of affected neighbors that cannot vote in the City of Chicago election. He is trying to silence these neighbors with soundproofing money.	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VI-292, p. VII-132
F-176	O'Hare will devastate Park Ridge. It will result in an increase of noise of over 5,000 percent in the 65 decibel levels over residential properties. This level of noise is unacceptable under current FAA and EPA guidelines.	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VI-292, p. VII-132
F-177	In 1980 you started the fanning on take-offs. This increased the noise impacted area more than 200 percent. Every year the number of flights has increased and noise and air pollution got worse.	Richard Wilson (Des Plaines) p. VII-171
F-178	The O'Hare noise and air pollution fight has been going on for many years and I have never heard or read anything that indicates that the FAA has shown any concern or has any expertise on environmental issues. You should work closely	Richard Wilson (Des Plaines) p. VII-171

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ID	COMMENT	COMMENTORS
	with the EPA on this issue.	
F-179	Soundproofing public buildings and some homes under the runways is important, but we moved here because we want to enjoy suburban living, which includes our yards, gardens, streets, parks and trailers.	Richard Wilson (Des Plaines) p. VII-171
G.	Safety/Security	
G-1	I'm concerned because of the safety factor with many more planes flying out under the new proposed plan.	Ken Anderson (Elk Grove Village) p. VI-320
G-3	Airlines should be encouraged to retire older, dirtier, noisier aircraft. Aircraft manufacturers should be encouraged to advance noise and air pollution reduction and advance electronics for more safety.	Charles S. Baldachino (Park Ridge) p. VII-12
G-4	The northernmost runway will put direct flights over two schools in the area, where it would put a plane approximately 150 to 200 feet above the school. What has been called the impact zone would entail, it would entail about 200 home and two schools.	Tom Becker (Des Plaines) p. VI-136
G-5	The northernmost runway would put a direct flight over Orchard Place School in Des Plaines, and I just don't feel that that would be a good environment for the kids going to school and growing up when they are having a plane approximately 150 feet over their heads numerous times over the day, let alone the safety issue.	Tom Becker (Des Plaines) p. VI-136
G-6	The building of a larger commercial airport creates a bulls-eye target for increased terrorist attacks. We do not want our area to be a target.	Robert Bensen (Bensenville) p. VI-136

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
G-7	We need O'Hare to operate in top form, under the highest levels of safety and efficiency.	Al Borgman (Director of Air Freight Operations, AIP Trucking, Inc.) p. VII-401
G-8	We live right near Maine South. We're at the end of a crash zone. When I talked to some of the people in the other room, they said, "Crash zone? We never heard of a crash zone." And I said, "Perhaps you have heard of New York where all those homes were annihilated at the end of a crash zone." "We have no crash zone." This sounds really strange from a person who works for the City of Chicago.	Virginia S. Brauweiler (Park Ridge) p. VI-161
G-9	My home is located in the crash zone and will not be purchased.	Valerie & Lawrence Brixy (Bensenville) p. VII-14
G-10	I'm concerned about air safety with increased number of flights since we live in the pattern of Runway 27L, and also on the basis of our daily quality of life.	Henry Bronars (Bensenville) p. VI-197
G-11	Chicago is fearful of airborne terrorist attacks. They are asking the NTSB for a change to the no-fly zone over Chicago. People in the suburbs also fear terrorist attacks. The third airport would reduce O'Hare's value as a prime target for terrorists.	Tom Callahan (Elk Grove Village) p. VI-264, p. VII-133 No Name 7 p. VII-112
G-12	Multiple airports work in other cities and one terrorist attack won't cripple those cities the way our one large airport would be devastated by an attack.	Carol Cichorski (Elk Grove Village) p. VII-364
G-13	O'Hare calls for a sizable increase in aircraft. This is not acceptable and cannot be safe. We fear a terrible accident is waiting to happen.	June M. Cirone (Elmhurst) p. VII-159
G-14	Build another airport take some of this noise pollution away from this area. We need to feel safe again. We need improvement in the quality of our lives.	June M. Cirone (Elmhurst) p. VII-159

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
G-15	When are the safety issues going to be addressed? How do the pilots feel about the safety issues involved in twice the amount of flights?	David Compitello (Elk Grove Village) p. VII-21
G-16	The runway is going to be pointing right over Fenton High School, a constant back and for the over the high school. If a plane ever went down, the families that it would ruin, it's too many.	Jan Crowe (Bensenville)
G-17	If a regular plane ever goes down, we are going to have a fire. It could spread over three, four, five blocks. It's going to be multi-towns coming in to fight the fires. If the biggest freight airplane experiences problems, goes down, you are going to see devastation in a residential community that has never existed anywhere.	Tom Crowe (Bensenville) p. VI-246, 247
G-18	I have a concern with the control tower. The FAA says that they are not going to be – there's going to be margins of error or margins of safety that cause them some real concerns. Runways too close together, spacing, being able to see from one, the terminal to the outside areas. Arrivals and departures coming at each other.	Tom Crowe (Bensenville) p. VI-248
G-19	This huge airport is going to be a target of every nutcase or terrorist in the world because if they can stop O'Hare, they close down the whole aviation industry.	Tom Crowe (Bensenville) p. VI-248
G-20	I'm concerned about the repositioning of these runways, that he safety factor has been taken into consideration.	Nancy Czarnik (Elk Grove Village) p. VI-234
G-21	I'm not against safe expansion, the north and south runways are very unsafe (even the controllers association agree to this) and do not allow enough clearance for simultaneous landing and takeoffs. Also one cannot safely increase the number of	Elsie L. Doering (Elk Grove Village) p. VII-145

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ID	COMMENT	COMMENTORS
	landing and takes-offs. Also, in bad weather it would be a catastrophe having more planes in the air, waiting to land. I hope you do what you can to stop the unsafe expansion of O'Hare.	
G-22	What about security? How safe from terrorist activity will we all be if O'Hare becomes even larger and busier? Does more terrorist activity have to occur in which planes explode over our heads, before someone finally figures out that what we need is not expansion, but better security?	Mr. & Mrs. Patrick J. Ferreri (Park Ridge) p. VII-84
G-22.1	I'm not so much concerned about the ground area that they're going to be taking up, I'm concerned about what's going up in the air because I have seen so many close calls with airplanes going over my house that, I mean, it really scares you. And being that I would be living so close to the area where they're going to expand, those planes aren't going to make it, especially when they're crisscrossing each other and everything. I think it's very dangerous.	Shirley Filip (Bensenville) p. VI-181, 182
G-23	With the east/west runways prevailing in the plan, is there adequate provision for northwest, southwest, northeast, etc. winds? Or are we reducing safety standards to enable activity?	Ann Finney p. VII-296
G-24	I definitely opposed it for many reasons. Already the noise is too high. Noise pollution, air pollution, dumping of jet fuel is already horrendous. It's for health reasons and safety reasons we do not need this expansion.	Barb Fitzpatrick (Bensenville) p. VI-205
G-25	My concerns are in three main areas: safety, environment/quality of life and economics.	Charles E. Glomski (Elk Grove Village) p. VII-86
G-26	I have serious concerns about the safety of continuing to increase the number of flights both into and out of the present	Charles E. Glomski (Elk Grove Village) p. VII-86

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ID	COMMENT	COMMENTORS
	physical space at O'Hare. More flights will only increase the opportunity for aircraft accidents due to collision or failure of flight safety or maintenance procedures and mechanical failure.	
G-27	O'Hare is too small. It takes considerably more area to do it safe. The runways are squeezed so closely together, you know, as to generate danger in landing and takeoff. You take an airport, and first of all, you need much room. Secondly, why build the terminals on top? You see, in addition to the safety issue, which it's quite distinct from security, the security issue is such that it will require a totally different design. So put the terminal underground. And Chicago, you know, the big dig there or the big hole that they form, it is not a problem. Even it's economically quite practical. When you take that, rather than hauling it long distances, build a double rampart, you know, an earthen wall around the entire airport that would provide security, number one, for planes. It will contain ground noise away from surrounding areas. And you can now have parking in between. You know, car bombs are used rather frequently in the Mid-East and everywhere to cause great deals of destruction. Therefore, a double rampart would give you a safe have an underground tunnel with a people-mover and you can move people around.	Helmut K. Goerling (Park Ridge) VI-153
G-28	The airport is so widely spread out you cannot possibly secure it. Boeing told me it takes 12 vehicles to service a single airplane. That is an open invitation to having very dangerous contact.	Helmut K. Goerling (Park Ridge) p. VI-154
G-29	We don't have a back-up plan. If something happened to that airport, it would impact financially, economically the whole	Sally Grace (Bensenville) p. VI-316

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
	Midwest, City of Chicago, and even cripple the entire United States.	
G-30	The safety zones must not be compromised. The O'Hare footprint is too small to provide safe transportation for future growth.	Ken Haller (Park Ridge) p. VII-57
G-31	Potential accidents with additional flights.	Keith Jensen (Elk Grove Village) p. VI-307
G-31.1	The proposed reconfiguration of O'Hare's runways will provide much safer operations, more efficient utilization and capacity for substantial growth.	Harvey I. Kahler (Chicago) p. VII-322
G-31.2	Indirect access is more consistent with a strategy for moving security away from the terminal area. Airport security was addressed only superficially in the Final Assessment with no alternative plans. Both direct and indirect alternatives and potential siting variants entail tradeoffs in convenience and cost that need to be weighed.	Harvey I. Kahler (Chicago) p. VII-324
G-32	Sometimes the airplanes are so low that you have a fear that they're going to crash into your house.	Nancy L. Klaus (Bensenville) p. VII-72
G-33	I believe it's time to expand air traffic in the Chicagoland area by building a new airport geared towards future needs elsewhere, such as Peotone. Also expansion of other regional airports should occur. This would spread out the air traffic, which already extremely cramped around O'Hare, making it safer (I assume) and more livable for everyone.	Georgian Kline (Medinah) p. VII-168, 169
G-34	The dangers right now of building anything onto the airport is asking terrorists to come in.	Arlene Kitzke (Elk Grove Village) p. VI-168
G-35	Safety considerations, plane to plane and parallel runways.	William C. Kitzke (Elk Grove Village) p. VII-309

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ID	COMMENT	COMMENTORS
G-36	Safety considerations based on practical, not theoretical or idealized images should be investigated thoroughly before any proceedings are made.	William C. Klitzke (Elk Grove Village) p. VI-250
G-37	We believe O'Hare is presently stretched to its limit and further expansion would be unsafe. We understand that the FAA Air Controllers admit the parallel runway rearrangement would be dangerous in marginal weather conditions.	David P. and Mary Ann Krebs p. VII-2
G-38	I am concerned about the environmental impacts. I am already subjected to the noise and pollution created by a steady stream of airplanes flying over my property. Increasing the number of flights will only create higher noise and pollution levels, with a negative impact on the health, safety, and general well being of area residents.	Ann Kuffel (Elk Grove Village) p. VII-174 Susan Kuffel (Elk Grove Village) p. VII-176
G-39	This plan is too complex and it would add to the delays rather than fixing the problems. By the time the reconfiguration is complete, the airport would not satisfy the number of flights projected for the airport and region. So what has been accomplished? More noise, more pollution and more risk (safety issue).	Marian Kurzeja (Bensenville) p. VII-54
G-40	How can more flights/capacity improve our quality of life? Logic says that we will have significantly more noise, more pollution and more risk to those living in close proximity.	Walter Kurzeja (Bensenville) p. VII-369
G-41	The FAA refers passenger safety concerns to an airline's attentions. The airlines response is to minimize said concerns as too expensive to implement and unprofitable.	Philip M. Lacivita (Bensenville) p. VII-138
G-42	In an environment where terrorism is a real threat, I think it is not only impossible but also irresponsible to attempt to reconfigure O'Hare.	Kathy A. Lane (Bensenville) p. VI-261, 262

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ID	COMMENT	COMMENTORS
G-43	More chances of a major accident with planes.	Charles & Alice Louko (Elk Grove Village) p. VII-20
G-44	My taxes will go up and we are senior citizens on a fixed income, which will be a financial burden as well as endangering our home. I have been on planes that had a close call when landing at O'Hare. How much greater will the risk be? I am against this expansion, which will cause more noise, more pollution, more taxes, and a greater danger to residents in our suburb.	Lillian Mayer (Elk Grove Village) p. VII-66
G-45	Address safety.	Kevin McLauray (Federal Highway Administration) p. VI-36
G-46	We came close, once, to a real disaster when the DC10 went down. Once is enough!	Ted Monegato (Elk Grove Village) p. VII-5
G-47	Keep our country, our area, and our homes safe and healthy.	Ruth Monteleone (Bensenville) p. VII-63
G-48	When they complete the plan and the planes start landing on those parallel runways and there's a weather front that comes through, it could cause some catastrophic collisions and deaths. So at that time they'll talk about changing it back to where it is now for \$16 billion more - \$32 billion to get back where we are now?	Bill Morrison (Park Ridge) p. VI-158, 159
G-49	If there are even more planes, isn't the chance of horrible accidents even more likely?	Mr. and Mrs. Robert R. Muff (Elk Grove Village) p. VII-298
G-50	A formal review of the current airport security plan and a formal third party security vulnerability assessment are needed to determine the extent of the security risk and to identify additional security measures that are needed during and after construction. A significant increase in the number of perimeter	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-225

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
	<p>access points will be required during construction which in turn, will require increased screening, searches, etc. The relocation of catering and cargo facilities may result in longer transfer times for catering supplies and cargo. It is not known whether the transfer route will be within the secured area or whether vehicles and their contents will require additional screening at a perimeter access points. Because the location of ring road is undefined it is difficult to anticipate its potential security impacts. The proposed west terminal must be designed to meet TSA requirements for facility security for access control systems as well as roadway and parking security restrictions.</p>	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-96
G-51	<p>The FAA hasn't even finished its assessment of the perimeter security of TSA, hasn't finished the assessment of TSA; and we think this is going to have to be a major section of the environmental review because they will have environmental consequences. That many trucks sitting on the periphery of an airport with their engines idling waiting to be examined is going to have an impact on the way we've never thought of before; and I think it's very important that we do so. The interplay between the construction and security needs to be carefully examined, security on the trucks and individuals coming into and out.</p>	
G-52	<p>Who is the governing body, which decides the safety of the runways? What about Mary Schiova's comments regarding the safety factor?</p>	M. Nelson (Elk Grove Village) p. VII-368
G-53	<p>I've sat on Lake Opeka and watched with my watch as the planes went over under a thousand feet every single minute.</p>	Patricia A. Nelson (Des Plaines) p. VI-129

TABLE 10
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ID	COMMENT	COMMENTORS
	That will be down to 30 seconds when we get all the runways. They don't go in a straight line because they're trying to curb the noise, they take off steep pitched and bank over the homes and lakes in a very treacherous manner. Some day we're going to have a big crash.	Patricia A. Nelson (Des Plaines) p. VI-133
G-54	The Pilots Association has already said that they feel that the parallel runways are going to be way too close together. This is environmentally dangerous because we are going to have future crashes. I have many friends who are also pilots, not commercial pilots, but private pilots, and they too say this coming and going on these east and west parallels are way too close. We're still going to have crossover runways. And this stop short as you land to let another plane go is also going to cause crashes on the ground at the airport between planes. We are in a very hazardous situation. The running joke in Des Plaines is that the safety and environmental buffer for the runways are our neighborhoods.	Patricia A. Nelson (Des Plaines) p. VI-134
G-55	The FAA is going to have to enforce a large environmental safety buffer and soundproofing for everyone.	No Name 3 p. VII-354
G-56	Years back the FAA reported that the air around O'Hare was dangerous and over crowded.	No Name 4 p. VII-355
G-56.1	Potential accidents are likely to occur with increased traffic.	Jackie O'Connor (Elk Grove Village) p. VII-273
G-57	I am asking you to ensure a full and comprehensive study is conducted with the residents in mind and that this study take a clear look a the dangers to public health, quality of life and safety issues that an expansion of O'Hare would subject us to. I believe it's logical that this is threatened by both an increase	OMP Scoping Summary DRAFT 157 December, 2002

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ID	COMMENT	COMMENTORS
	in pollution to neighborhoods and a higher likelihood of airplane related accidents due to higher volume of traffic.	
G-58	Will the FAA get involved during the process to make sure all plans have met the criteria for safety and noise?	Joseph Oliveto (Elk Grove Village) p. VII-314
G-59	If they get legislative approval and then the FAA says they need more safety zones Chicago will just knock down more areas.	Joseph Oliveto (Elk Grove Village) p. VII-314
G-60	There are many safety concerns that I have with the plan and would like further review by the FAA. The most important issue is the distance between the runways. I'd also like the FAA review the safety of the increased amount of traffic the proposed expansion would have on environment overall, as well the increased chance of a crash happening in a residential neighborhood. I sincerely hope that the FAA seriously reviews the safety and the environmental impact of the proposed expansion on the surrounding communities. As there are many other issues outside the FAA's realm of responsibility, I sincerely hope that the FAA seriously review the safety and the environmental impact of the proposed expansion on the surrounding communities and make the right decision in it's approval/disapproval based on sound review vs. political advancement and monetary kick-backs.	Cathy Olson (Elk Grove) p. VII-6
G-61	With additional runways we will have more flights coming into O'Hare. We already have had some near misses. Are we looking for a major disaster with many lives lost?	Emily Oskin (Elk Grove Village) p. VII-25
G-62	I have serious environmental and safety concerns.	Norman J. Pater (Park Ridge) p. VII-78
G-63	The departure and arrival runways for runways 9L-27R and 9R-	Norman J. Pater (Park Ridge)

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ID	COMMENT	COMMENTORS
	27L are only about 1,300 feet apart. Is this safe particularly during inclement weather and at night? The Daley/Ryan plan is being pushed to eliminate delays due to bad weather. Will this very close alignment of runways allow them to be safely used during bad weather? With all these runways and taxiways being jammed into about 8,000 acres how much of the ground air traffic will be forced to cross live runways to go to and from the terminals? Is 8,000 acres adequate from a safety standpoint to handle 1.6 flights annually?	p. VII-79
G-64	An issue of this magnitude needs to be properly documented and aired so that all affected parties can have all valid points of view recognized and comprised in the final decision.	Norman J. Pater (Park Ridge) p. VII-80
G-65	One thing really troubles me is the space allotted to the pilots in case of a problem with aircraft or a crash, a quarter, a half mile away from Fenton High School.	Arlene Peters (Bensenville) p. VI-277
G-66	The runway design violates FAA design safety regulations, standards and policies.	Dolores C. Pino (Morton Grove) p. VII-189
G-67	We're trying to do major construction at O'Hare and modify terminals or build new terminals where from a terrorist standpoint it could be done very simply by a new airport such as Peotone.	Joe Ponko (Elk Grove Village) p. VI-308
G-68	I'm primarily concerned with safety for what they propose for doubling the amount of traffic at O'Hare. I'm sure that would cause some kind of problems in the future, not only on the ground but also in the air.	Michael Procopio (Bensenville) p. VI-265, 266
G-69	More planes and runways increase the risk as far as safety.	Roy & Mary Ann Provenza p. VII-139
G-70	The safety cushion is all the industrial park. So how much of	Greg Quevedo (Elk Grove Village)

TABLE 10
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ID	COMMENT	COMMENTORS
G-71	that is going to be gone and how much of our tax dollars?	p. VI-173 Bob Rackou (Bensenville) p. VI-305
G-72	My comment is that it's too costly and projected to be very dangerous and make too much of an impact on the Village while the taxes go, and the people that will stay behind will be burdened with too many taxes. With all the tax money lost there will be no more school system, probably no library and no other benefits or programs.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-239
G-73	A reduction in environmental safety due to not only the huge increases in overhead aircraft traffic, but also due to runway expansions to allow newer behemoth aircraft, such as the A380, which carry more than 80,000 gallons of highly flammable fuel. The concept of using extremely close-spaced runways to shoe horn in more traffic will also increase the danger due to collisions.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-254
G-74	What is the present number of runway incursions and other snafus? What is the predicted failure rates of existing control or other relevant systems? How many large items fall from aircraft a year? How are these expected to change?	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-146, p. VII-90
G-75	The implication that lengthening runways is being done to accommodate the new, super huge Air Bus 380. We expect the FAA to fully evaluate the environment, environmental safety, noise, and pollution aspects of operating such behemoths over our heads of the local residents.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-146, p. VII-90
G-78	The proposed runway spacings are too close for safety, and if operated by special waiver, any capacity increases will be fictitious.	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns)

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ID	COMMENT	COMMENTORS
G-79	The EIS must analyze in detail and evaluate the need for the 8 th runway, and the impact that it would have on safety and on the overall reduction of flight delays at O'Hare. Then the findings of that analysis must be weighed against the environmental, economic, and social impacts that would result from building the proposed 8 th runway at O'Hare.	p. VII-232 Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-233
G-80	Is it even safe for the sky above us to be so congested with airplanes? Where will the safe buffer zone be?	Hermann Schmidt (Wood Dale) p. VII-281
G-81	The expansion of O'Hare would cause a hazard to the businesses and residences directly west of the airport. If a plane has any problem upon take-off, it will fall onto the businesses or residences.	Patricia Scott (Elk Grove Village) p. VII-135
G-82	The safety issue that I am concerned about is in the upper middle west, in the wintertime we have terribly strong winds and gusty winds out of the north, in which a heavily loaded 747 coming in for a landing, the pilot is going to be taxed to his utmost and perhaps beyond in order to land that airplane safely. I am concerned about the design of having all of the runways go east and west may prevent the pilot from using a preferred method of landing. I think the design is terribly lacking from a safety standpoint and needs to be addressed.	Robert L. Severson (Elk Grove Village) p. VI-251-253
G-83	It would be noisy and kind of dangerous. There would be too much noise and it would be difficult to get used to.	Edward and Marianne Shad (Bensenville) p. VI-279
G-84	The thought of 6 parallel runways is very scary. Today there are two E-W runways and at times those planes seem very close together. I do not see how any air traffic control team can safely keep 6 runways operating when everyone is running side	F. Doyle Shea (Medinah) p. VII-165

TABLE 10
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ID	COMMENT	COMMENTORS
	by side. Then when you land you will need to cross at least 2 runways to get to a terminal.	
G-85	As it stands today, as the world's busiest on the small land base it has, it is an accident waiting to happen.	F. Doyle Shea (Medinah) p. VII-166
G-86	I hear those planes going right over my roof and, boy does that worry me. I am so fearful about a plane driving into one of my rooms or something.	Mary Spieazio (Elk Grove Village) p. VI-261
G-87	I live in a building on the third floor. I am so fearful any accident could happen. Too many planes will be flying over my building. I am so afraid.	May Spizotto (Elk Grove Village) p. VII-65
G-88	Let's not forget the safety issues with the increases of flights over a populated area and the intersection between the runways.	Steve Unger (Elk Grove Village) p. VII-32
G-89	The tragedy of 9/11 has impacted all Americans and we know the potential of additional attacks are possible. Why would anyone even consider expanding O'Hare further.	Norene Vacura (Bensenville) p. VII-287
G-90	Any reconfiguration to the runways will eliminate any safety buffers built into our communities.	Barbara L. Warrington (Elk Grove Village) p. VII-81
G-91	Periodically, the press will report that the air traffic controllers or some other official involved with the FAA are opposed to the expansion for safety reasons? Why can't these people opinions count?	Barbara L. Warrington (Elk Grove Village) p. VII-82
G-91.1	Noise, air pollution, tax base and safety concerns should not be forced on those residents and communities who planned based on the current airport configuration. A doubling of air capacity will also increase ground transportation problems.	Robin Weaver (Elk Grove Village) p. VII-291
G-92	The main concern is safety. The changes and expansion proposed for the space available is not feasible according to experts, it is an accident waiting to happen.	Marian Werner (Park Ridge) p. VII-141

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ID	COMMENT	COMMENTORS
G-93	Six different runways will be pointed at Park Ridge and more of Park Ridge will be designated as a crash zone including Maine South High School with over 2,000 students at the end of the new northern runway. Federal law requires more land as a buffer to insure the safety and quality of life for neighbors of new airports.	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VII-292, 293, p. VII-132
G-94	Expansion would mean inadequate environmental buffers and reduced FAA safety zones and is not acceptable.	Richard Wilson (Des Plaines) p. VII-172
G-95	You don't want to build mega anything (possible terrorism).	Bill Winton (Harwood Heights) p. VII-30
G-96	Proponents of another new down state airport argue that a new airport would be less costly and more efficient to build than the proposed redesign of O'Hare. The environmental impact of a new airport would be more manageable. It makes sense to have a back-up that would complement O'Hare in the case of an emergency. Furthermore, building a new airport effectively redistributes economic growth to other parts of the state. Invariably competition between the two airports will bring about lower costs and improved service.	Robert Yee p. VII-302
G-97	O'Hare is all eggs in one basket, a perfect prize target for terrorists. Think twice for our safety.	Andy Zumer (Park Ridge) p. VII-99, 100
G-98	We must start Peotone Airport for health, safety, and the welfare of all humans living around the "all eggs in one basket O'Hare." Building Peotone is homeland security.	Andy Zumer (Park Ridge) p. VII-101, 102
H. Socioeconomic		
H-1	Many of the Hispanics work right in Bensenville, Elk Grove,	Ken Anderson (Elk Grove Village)

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
	and Wood Dale and if they move out to areas that they could afford, they would be far removed from their place of business. The expense of transportation would be very high to them. We already have so many cars traveling long distances that it would have an impact in terms of the highways.	p. VI-228, 229
H-1.1	This Hispanic minority population comprises a high percentage of the population of the area that would be impacted by O'Hare expansion. There is also a growing Indian population. When a representative from the city of Chicago came out to Bensenville Bible Church, he indicated that there was a Federal law stating that Hispanics would be compensated for the loss of their property.	Ken Anderson (Elk Grove Village) p. VI-228
H-2	People are fearful about the tax, increased taxes that Bensenville would have to have in order to maintain the present level of services, which they have so their tax base would be greatly diminished, and it would put an undue burden, tax burden upon the residents. The community would not be as desirable to live in.	Ken Anderson (Elk Grove Village) p. VI-229
H-3	I'm concerned if expansion were to take over some of the industrial property of Elk Grove that it would have a negative impact in terms of the tax base of Elk Grove. Residents would be forced to pay much higher taxes. Also concerned about the value of my property because as taxes rise and more airplanes are flying over my house my property value would probably decrease.	Ken Anderson (Elk Grove Village) p. VI-230, 231

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ID	COMMENT	COMMENTORS
H-4	Tax base - loss of commercial property in Elk Grove will dramatically impact our School District #59, High School District #214, park district and library by reducing the tax support from the business lost in Elk Grove.	Mary Ann Andrews (Elk Grove Village) p. VII-71
H-5	A good portion of Elk Grove's industrial park could be taken over to build a ring road it would have a very dire impact on our tax base. The school districts are excellent, and if we lose that tax support for the schools, it would have a very detrimental effect on all the residents.	Mary Ann Andrews (Elk Grove Village) p. VI-180
H-6	I am opposed to City of Chicago acquiring developed real estate in Elk Grove and other communities, as this will decimate the existing tax base. The program threatens to increase my property taxes or otherwise hurt the funding of our schools, parks, etc.	George Andrianopoulos (Elk Grove Village) p. VI-174, p. VII-175
H-7	I don't want to see O'Hare expansion for various reasons, one of them being that being retired now I cannot afford to move and buy another home.	William Baird (Bensenville) p. VI-211
H-7.1	About two, three years ago, they said there would be a hundred thousand new jobs created at O'Hare. Then it went to 150,000. Now it's between 185 and 200,000 new jobs. And I would like to know where these jobs are coming from. All of these jobs that people are looking for in some cases don't exist, and I would still like to know where this 185,000 jobs is coming from.	William Baird (Bensenville) p. VI-214
H-7.2	We went to a meeting the other week there and the Mayor of Chicago said that they would give us up to 25 percent more on our house that it was valued at and he would give us up to \$22,000 of moving expenses which would include maybe if you	William Baird (Bensenville) p. VI-217

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
	found a place a new roof, a new furnace, air conditioning, whatever. It sounds good, but, again, I would need a hundred thousand more than what I would get from the City to find a comparable residence. And Mayor Geils in Bensenville, he has offered 5,000 more than the City but, again, that doesn't work.	
H-8	They are taking up to 500 homes. The tax base would be increased for the people who are left in the Village. It would basically destroy it because people can't afford to have the taxes double on their homes.	William Baird (Bensenville) p. VI-218
H-8.1	I was wondering when the great state of Illinois turned into the great state of O'Hare or the great state of Chicago where Mr. Daley just thinks that he can come in, bulldoze the houses and spend all that money bulldozing, paying all that money to those people for their homes and then relocating people – there's money for that I believe – and then going to build his big fancy airport.	Karen Baxter (Bensenville) p. VI-314, 315
H-9	As a homeowner in Elk Grove, we are very concerned about the study being done that will assess my property value.	Patricia Beaudoin (Elk Grove Village) p. VII-23
H-10	Why should my family be asked to make sacrifices, which will have no positive effects on our social, economical and personal lifestyles.	Patricia Beaudoin (Elk Grove Village) p. VII-23
H-11	Why should Mayor Daley wreck our Elk Grove Village. Tearing up our village, taking millions of tax base dollars way is going to increase my taxes.	Donald, Nancy, Pamela Bekeleski (Elk Grove Village) p. VII-307
H-12	The financial impact of this expansion is going to be staggering. United and American cannot even afford there daily operations.	Robert Bensen (Bensenville) p. VII-279
H-13	Part of the Association's efforts is to focus on promoting the	Kimberly A. Bless (President, Northwest &

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ID	COMMENT	COMMENTORS
	economic health of the Northwest Chicago suburban area while enhancing the environment for businesses and the quality of life for residents. O'Hare plays a crucial role in our efforts. While our mission is to improve the business environment, quality of life is equally important.	Schaumburg Association of Commerce and Industry p. VII-19
H-14	Who is going to pay for this expansion? The taxpayers of Illinois do not want this project. The City of Chicago cannot afford it. The airlines can't pay for it.	Jeffrey and Margaret Blick (Park Ridge) p. VII-277
H-15	Concerned about the impact it will have on our quality of life, our property values, the noise, the pollution, the increased traffic, and everything else that will go along with expanding the airport.	Karyn Bock (Elk Grove Village) p. VI-275
H-16	We have a great opportunity to grow and develop the entire region, improve the quality of life and realize profitable businesses that provide the highest level of service to their customers. I am sure we can do it, if we make the right choices.	Gary Bottje (Roselle) p. VII-183
H-17	The number of homes and jobs lost to this expansion increase the tax burden to the remaining business owners and homeowners.	Leslie A. Brace (Elk Grove Village) p. VII-297
H-17.1	My home is located in the crash zone and will not be purchased.	Valerie & Lawrence Brixy (Bensenville) p. VII-14
H-18	As residents of Bensenville for the past 48 years, we are opposed to the further expansion of O'Hare because of the impact upon us and all other residents of our community. The tax base for our Village, school districts, library and park districts would be reduced and prohibit all these taxing bodies to continue to provide essential services.	Henry Bronars (Bensenville) p. VII-37

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
H-19	The expansion would also affect the tax base of our Village. It would affect school districts, part district, and our library district. It would reduce the amount of income they would have by losing all those homes and businesses to the expansion.	Henry Bronars (Bensenville) p. VI-198
H-20	Since O'Hare is located in the suburbs, it's the suburbs that actually end up paying the cost of traffic, noise, and air pollution. And the suburbs stand to lose long-term revenue generating businesses, homes, and land.	Tom Callahan (Elk Grove Village) p. VI-264, p. VII-133 No Name 7 p. VII-112
H-21	If the economical growth of the area was going to increase so much, then why wouldn't the Mayor want to keep that growth within Chicago by expanding Midway?	Robert Cat (Bensenville) p. VI-99
H-21.1	The part of Bensenville that will be destroyed is a part that provides our town with its valued diversity. Is it only coincidence that this is where many minorities reside?	Cheryl Chatroop (Bensenville) p. VII-59
H-22	The plan is too costly and severely cripples the economics of suburban communities.	Byron Chumley p. VII-303
H-23	Elk Grove stands to loose the businesses that pay taxes while gaining the noise and extra traffic. It's already terribly congested.	Carol Cichorski (Elk Grove Village) p. VII-364
H-24	How about putting the airport where the local people want the jobs and they can drive to it easily without adding to our congestion.	Carol Cichorski (Elk Grove Village) p. VII-364
H-24.1	The Program should continue to establish jobs for the council of Northwest Illinois District Council of Carpenters and also to expand the horizon of the Federal Aviation Administration's attempts to create a greater airport facility.	Ian K. Clark (Park Ridge) p. VII-11

TABLE 10
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ID	COMMENT	COMMENTORS
H-24.2	If the opposition only knew the true financial impact the airport has on the economy of the area, and more importantly, the future economy of the area. We must look out what is best for the whole, not the vocal few.	Andrew J. Costanza p. VII-304
H-25	We worked very hard to get a school referendum passed, and now the City wants to come in and take some of those homes, and we're going to lose our taxing body and we'll be back where we were.	Jan Crowe (Bensenville) p. VI-236
H-25.1	For any government to steal property outside their county to accomplish their needs for money, for their personal patronage to his cronies and business cronies, jobs or whatever, is deplorable.	Tom Crowe (Bensenville) p. VI-245, 246
H-25.2	I'm concerned the southern suburbs need an incentive, then the Peotone airport, just as the northwest had the ability to grow from O'Hare, the southern suburbs should have the same situation because northwest suburban Cook County is underwriting a lot of the taxes that go for the southern suburbs. And if they had the impetus of jobs and ability for growth, it would even itself out, and perhaps our taxes wouldn't go as high, also.	Nancy Czarnik (Elk Grove Village) p. VI- 234, 235
H-26	Daley says it would provide more jobs with the expansion – these are temporary jobs until building is complete. However, he doesn't mind tearing up businesses and home of many who depend on those jobs and have had them for years – permanent jobs. Where will these people go to work and find suitable housing? Daley, Ryan, and Durbin don't really care. They don't mind sacrificing other people just to get control – and they shouldn't be allowed to control the suburbs.	Elsie L. Doering (Elk Grove Village) p. VII-145

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
H-27	We don't want our tax base compromised. We have built a wonderful town, do not destroy it.	Kathleen Drwila p. VII-28
H-28	We need the runways to be able to keep our property value up.	Andrew Duffy (Elk Grove Village) p. VII-35
H-29	If the two major hubs can't afford to give their portion, how can you expand O'Hare?	Mark H. Evans (Elk Grove Village) p. VI-257
H-30	If you add more runways it not only will increase our taxes, but the noise will be unbearable.	Linda Farrell (Elk Grove Village) p. VII-73
H-31	What about our economy? What about the value of our homes? The show on August 21, at the Fountain Blue was a disappointment. Every FAA spokesman to whom we spoke waxed on and on only about the "positive economic impact that the expanded airport would have on the city of Chicago." One FAA spokesman even said that "the expansion is going to happen. There's nothing you or I can do about it, and it will be good for the majority."	Mr. & Mrs. Patrick J. Ferreri (Park Ridge) p. VII-84
H-32	I don't think we should do this O'Hare expansion because these new runways are going to be pointing right over my house. And in 10,15 years from now, am I going to have a problem trying to sell my house that's going to be worth practically nothing and where am I going to go buy a house?	Thomas E. Figarelli (Elk Grove Village) p. VII-236
H-32.1	If airlines commit to supporting new gates and then seek bankruptcy protection, who foots for new gates agreed to by bankrupt-protected airlines? How can airlines operating on thin margins pay for costs associated with a third airport?	Ann Finney p. VII-296

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
H-33	Mayor Daley knows it won't fix the problem – he just wants to give “enormous” construction contracts to big construction companies and draft the project out for years. Our neighbors are planning a class-action lawsuit now because we can't sell our homes now or later even if you don't take our property for the expansion. Our homes averaged \$300,000 in Mohawk Terrace Subdivision now they average \$0 because of the proposed O'Hare expansion.	Barb Fitzpatrick (Bensenville) p. VII-360, 361
H-34	Mayor Daley knows that it won't help the problems. Mayor Daley wants to give big construction contracts to big construction companies, and that's all he cares about. He doesn't care about the delays at O'Hare. He doesn't care about the suburbs and losing our homes; or if you don't lose your home, you will have no value as it stands today. Our homes in our subdivisions range anywhere from 300,000, \$400,000, is the average home in the Mohawk Terrace Subdivision. Right now they're averaged at nothing. Over ten homes went up for sale and no one will even look at them, buy them. We don't know when and if we'll ever can sell homes.	Barb Fitzpatrick (Bensenville) p. VI-205, 206
H-34.1	Unfortunately the agenda of Mayor Daley is to control the whole show and the jobs and businesses that go along with it.	Gary Gardner (Bensenville) p. VII-55
H-34.2	It just isn't right for people to have to sell their homes so the city can take over their property. That's not America to me.	Lillian Gardner (Bensenville) p. VII-29
H-35	The proposed expansion is necessary to maintain the airport as the premier air transportation center in the country. This public works project will provide the jobs and economic stability that promote a high standard of living for the citizens of Northeast Illinois.	Peter R. Gennuso (Elk Grove Village) p. VII-142

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
H-36	The airport expansion, combined with proposed roadway improvements, will create the opportunity to modernize the industrial and commercial developments that surround the airport. As such, it can promote property tax stability to the communities in which those developments lie.	Peter R. Gennuso (Elk Grove Village) p. VII-142
H-36.1	Like many public works projects, it requires the acquisition of commercial and residential properties. The process of acquiring land and relocating families and businesses should be done in a fashion that provides fair compensation to the affected parties and minimizes the negative impact such a change imparts on their lives.	Peter R. Gennuso (Elk Grove Village) p. VII-142
H-37	I believe the plan provides many benefits for local communities and our region and it should move forward.	Peter R. Gennuso (Elk Grove Village) p. VII-142
H-38	My concerns are in three main areas: safety, environment/quality of life and economics.	Charles E. Glomski (Elk Grove Village) p. VII-86
H-39	I am opposed to the negative economic impact, which will come through reduction in the tax base for Elk Grove Village, Bensenville, and other municipalities who will have to cede acreage currently within their limits to the City of Chicago as well as displacement of existing businesses.	Charles E. Glomski (Elk Grove Village) p. VII-86
H-40	I'm concerned about having more runways, and also I'm concerned about the tax revenue that we're going to be losing for our schools.	Gail Hall (Elk Grove Village) p. VI-177
H-41	Under the plan, the airport would be pushed west, immediately into the existing industrial and residential areas, resulting in huge losses of jobs and tax revenues, adversely impacting economic development, schools, and residential quality of life.	Ken and Ruth Haller (Park Ridge) p. VII-282

TABLE 10
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ID	COMMENT	COMMENTORS
H-42	Although we enjoyed the ease of driving only thirty minutes to the airport, and I'm certain the close proximity of O'Hare brought more business to Elk Grove, we also had to endure the never-ending noise of planes traveling overhead. Many times the sound is deafening.	Pamela Hartzell (Elk Grove Village) p. VII-301
H-43	Oppose expansion - the biggest reason is the money that will be spent on this project. The loss of jobs and businesses in the Elk Grove industrial area will lead to higher taxes for Elk Grove residents. I do not want to pay higher taxes for a bigger O'Hare.	Christine Hertzberg (Elk Grove Village) p. VII-284
H-44	How do we survive with a reduction in our village tax base as well as a reduction in our homes value?	Kathy Hicks (Elk Grove Village) p. VII-362, 363
H-45	What will be the economic impact caused by both the modernization and environmental changes related to creating a western access road to O'Hare?	Robert T. Howard (Superintendent, Elk Grove Township Schools) p. VII-76
H-46	I've lived in Bensenville for over 20 years and if the expansion plan goes through, that will be the end of Bensenville. Market values will drop substantially and I was hoping to retire with part of the proceeds from the sale of my home. This does not take into consideration what my real estate taxes will do, which is to increase substantially.	Bob Imielski p. VII-31
H-47	If I have to sell my home at reduced market prices where do I go with the money? I won't be able to afford anything like I've been accustomed to.	Bob Imielski p. VII-31
H-48	I'm worried about property values. I think the expansion is going to hurt the Village.	Keith Jensen (Elk Grove Village) p. VI-306, 307
H-49	It's just not the fairness of taking away from Elk Grove and Bensenville and yet we get not one penny out of the airport. It all goes into Chicago and, you know, it just doesn't seem fair.	Keith Jensen (Elk Grove Village) p. VI-307

TABLE 10
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ID	COMMENT	COMMENTORS
	The money issue. I'm worried that if they run into financial problems, the federal government will have to bail it out, and that's not fair to the taxpayers.	
H-50	My house would not be acquired by the airport. Our concerns are our tax base being decimated. We stand to lose not only our home, but also our business due to making up of the tax bases that would be lost in the community.	Patricia Johnson (Bensenville) p. VI-203, 204
H-50.1	I'd like to make a point on record too that being a business owner in Elk Grove Village, how that is going to drastically affect our business community; and I mean we have hundreds of small businesses employing thousands of people paying millions in taxes, and the ring road and this project would just severely hamper our business partner.	Rich Johnson (Bensenville Park District) p. VI-372
H-51	The residents that cannot fight because they live in low income house of \$85,000, where are they going to purchase homes for that price in DuPage County?	Tyrone Kalogeresis (Bensenville) p. VI-272
H-52	The Master Plan/EIS process should include all cost estimation data and economic benefit estimation data and the public should be given access to this information.	Joseph Karaganis (Counsel to Suburban O'Hare Commission) p. VII-199
H-53	Concerned with the impact on competitive airfares and how alternatives to O'Hare expansion might enhance competition. Higher fare penalties inflicted because of the current lack of competition should be included in any cost-benefit analysis.	Joseph Karaganis (Counsel to Suburban O'Hare Commission) p. VII-199
H-55	Right now all the airlines are cutting back, which means there are not going to be as many planes going out, and yet they're taking our tax dollars, which it's going to be taking away our businesses in our town. If they take away these businesses, we're losing millions of dollars in tax money, which means all	Arlene Klitzke (Elk Grove Village) p. VI-168

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
H-55.1	our taxes will go up.	William C. Klitzke (Elk Grove Village) p. VII-308
H-56	This is not a plan it is a concept without a feasibility study, a cost estimate, a preliminary layout and time schedule. It is a politically activated scheme to acquire suburban property without due process.	William C. Klitzke (Elk Grove Village) p. VII-308
H-57	The tax bases of Des Plaines, Elk Grove and Bensenville are severely impacted by illegal acquisition.	William C. Klitzke (Elk Grove Village) p. VI-250, 251
H-58	The state and Chicago are already in financial difficulty, as are the participating airlines. Where is the money going to come from, taxpayers? The airlines are studying their hub philosophy and revising their ideas. Aircraft can be near capacity if the airlines cooperated with each other. Airline participation is imperative to accomplish the entire construction process. Until that's available, there is no reason to pursue this farce.	David P. and Mary Ann Krebs p. VII-2
H-59	We believe that the grab of land by Chicago in neighboring communities is improper unneighborly and unnecessary. It is unfair to sacrifice Elk Grove Village, Bensenville and other communities to benefit Chicago's greed. Chicago should not decimate our tax base and sense of community to improve their city.	Ann Kuffel (Elk Grove Village) p. VII-173 Susan Kuffel (Elk Grove Village) p. VII-175
H-60	As a resident of Elk Grove Village, I am concerned about the impact on my community and surrounding communities. The expansion proposal will allow the City of Chicago to annex 300 acres of developed real estate. This will result in a significant loss of tax revenue that benefits our schools, parks and forest preserves. Also many long-time Bensenville residents will be forced to sell their homes.	Ann Kuffel (Elk Grove Village)
	The FAA must complete a comprehensive study analyzing the	Ann Kuffel (Elk Grove Village)

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ID	COMMENT	COMMENTORS
	economic and environmental impacts.	p. VII-173 Susan Kuffel (Elk Grove Village) p. VII-175
H-61	This may make sense economically for the city but it's a disaster financially and environmentally for the surrounding communities.	Marian Kurzeja (Bensenville) p. VII-54
H-61.1	Why is the city acquiring land when the environmental study/impact has not been completed? Seems like the process is backwards and is significantly stressing the people and communities being impacted.	Walter Kurzeja (Bensenville) p. VII-369
H-62	It is going to adversely affect my peace and quiet along with my property values.	Emerson Ladd p. VII-10
H-62.1	This plan can't work. It can't I know it, my neighbors know it, my leaders know it. And United and American know they aren't going to pay for it. So it's time for everyone to realize that the attempt to put this project through the United States Congress is an attempt to hook the American taxpayers for money for a project that is a dog.	Kathy A. Lane (Bensenville) p. VI-262
H-63	When the two biggest airlines in the world are having huge financial problems, I would like to know how this expansion is going to be paid for. It is my opinion that the money used to expand would be better suited for the homeless and less fortunate people.	Fred Larson (Elk Grove Village) p. VII-295
H-64	O'Hare Airport is no different than any other business. It competes with other airports and it must continually change to meet the demands of their clients, in this case the traveling public, the airlines and the businesses that depend on the airport for their livelihoods.	Shirlanne Lemm (President, Greater O'Hare Association) p. VII-182

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
H-65	Throughout the review process, I encourage the FAA to examine the long-term economic benefits associated with the Program. Preliminary studies by the Chicago Department of Aviation show the Program will bring an additional 195,000 jobs to the region and \$18 billion in economic activity each year.	Shirlanne Lemm (President, Greater O'Hare Association) p. VII-182
H-66	I oppose the City of Chicago taking my home when I have no wish to move or sell. I'm concerned about economics of my property. I'm concerned about the infringement upon my rights as a property owner and as a citizen.	Daniel J. Lyons (Bensenville) p. VI-175
H-67	It is going to change my life for the rest of my life. If we have to move we will be at least doubling our house payment. Rather than savings for retirement, I will be paying a double house payment.	Carla M. Lyons (Bensenville) p. VI-207
H-67.1	I live in a neighborhood where they're a lot of people who are Hispanic. So people of have worked their way up to Bensenville are going to be sent right back down the food chain. I feel they are going to be victimized. I feel the same way about the elderly people in our area. It's going to be very difficult for them to make this kind of move. I feel that a lot of this is something that's against people who are of lesser means.	Carla M. Lyons (Bensenville) p. VI-208-210
H-68	I cannot imagine being treated fairly by the City of Chicago coming out and assessing the value of my home. I think it's a complete conflict of interest. And being an active member of the community, I also know of other people in other communities who have been subject to eminent domain. And these people – a woman I know in Itasca had her home was going to be claimed by eminent domain. They got a value	Carla M. Lyons (Bensenville) p. VI-220, 221

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ID	COMMENT	COMMENTORS
	appraised at actually half their value of the home. The woman came to our group meeting at the DuPage – the Addison Township Democrats where I'm a member and cried and cried. You cannot imagine if you put yourself in the shoes of people whose houses are being taken what it's like to have a stranger come and tell you that you're getting 50 cents on the dollar for your home, so that is just something that is not going to work.	
H-69	There has not been a great deal of openness as to exactly how many homes they will need to take with the runways that they have planned on expanding, what kind of a buffer zone are they going to be providing, and how many additional homes will be needed to take care of providing that buffer zone and that safety area. They are also taking businesses. Your are taking the tax base of communities that largely depend on these.	Dorrie Madonna (Wood Dale) p. VI-223, 224
H-70	The City of Chicago gets all the revenue from the expansion and it is not shared with any of the surrounding communities.	Dorrie Madonna (Wood Dale) p. VI-226
H-71	I think that it's about time that the people in the southern communities do have some of the benefit, that there are job opportunities for them during construction and after the airport has been completed.	Dorrie Madonna (Wood Dale) p. VI-226
H-72	The problems that the airlines are having they will not be contributing to the cost. We will either be paying for it with an increase in our taxes, an increase in services that may have to be cut because the money has gone towards this, or an increase to the cost of our airline tickets.	Dorrie Madonna (Wood Dale) p. VI-227
H-73	I believe that this would greatly reduce the value of my home.	Dr. Ralph Madonna (Wood Dale) p. VI-318
H-73.1	Why should Elk Grove lose business and tax dollars to benefit	Mrs. Teresa Maioriello (Elk Grove Village)

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ID	COMMENT	COMMENTORS
	Chicago? The airport is surrounded by villages not by Chicago. We should have our say in this.	p. VII-58
H-74	Our tax base will be put in jeopardy.	Julie Malon (Elk Grove Village) p. VII-315
H-75	In as much as they want to enhance revenue for Chicago, it will impact all the western suburbs as far as transportation, business, and relocation of homes, taxes, sewage and water.	Art Markowski (Bensenville) p. VI-281
H-76	What are the businesses going to do when those people who drive past their front door on a daily basis are no longer there and all the people that work in the Bensenville and Elk Grove industrial parks now have to find new jobs?	Art Markowski (Bensenville) p. VI-283
H-77	My taxes will go up and we are senior citizens on a fixed income, which will be a financial burden as well as endangering our home. I am against this expansion, which will cause more noise, more pollution, more taxes, and a greater danger to residents in our suburb.	Lillian Mayer (Elk Grove Village) p. VII-66
H-78	I can see if bringing in more jobs and opportunities as long as the economy continues they way it is. I'm concerned over people that it will affect, the businesses and villages that it will affect.	Lucie McDaniel (Elk Grove Village) p. VI-324
H-78.1	I really feel that you can't really annex another town just by purchasing land. I think that was the wrong way of going about this. I'm not sure that I said that I intended for those parties that they need to be compensated appropriately. I just want to say I'm concerned they're actually taken care of properly and not just railroaded.	Lucie McDaniel (Elk Grove Village) p. VI-324, 325
H-79	The tax revenue from the concession and the concession themselves could be turned over to the ring suburbs by the City	Martin McGowan (Elk Grove Village) p. VII-286

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ID	COMMENT	COMMENTORS
	of Chicago as a gesture of the city's real interest in the economic prosperity of the area, not just Chicago.	
H-80	Mayor Daley wants to destroy Elk Grove's tax base (businesses), raise my taxes, and probably reduce programs for my children.	William Meitzlor (Elk Grove Village) p. VII-108
H-81	My in-laws live in Bensenville. There is a 50/50 chance my kids will see their grandparent's house bulldozed. Will O'Hare take care of them?	William Meitzlor (Elk Grove Village) p. VII-109
H-82	Airlines are crying for taxpayer's money to bail them out. We feel we are being forced to pay for the poison that is killing us.	Mr. & Mrs. Michaels (Roselle) p. VII-13
H-83	Will our property values remain the same? Are we expected to pay increased taxes to make up for the lost revenue from the industrial park?	Ted Monegato (Elk Grove Village) p. VII-5
H-84	O'Hare plays an important role both as a national and international transportation facility and a regional economic engine. As with any airport, O'Hare periodically needs modernization, however the anticipated benefits of such a proposal should outweigh its overall costs.	William J. Mueller (President, DuPage Mayors and Managers Conference) p. VII-202
H-85	Our home is paid for and many upgrades made to it, through the hard work my husband has done, and if we had to move now, we don't feel we could possibly start over, especially at today's costs. Where would we go?	Mr. and Mrs. Robert R. Muff (Elk Grove Village) p. VII-298
H-86	The surface transportation issues will produce social and economic impacts. A western access to O'Hare that is off the airport property will cause the dislocation of commercial establishments in the neighboring community. Many of these companies are freight forwarders and trucking companies that have a justifiable need to be located near an airport.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-220

TABLE 10
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ID	COMMENT	COMMENTORS
H-87	Business out-migration will cause the loss of jobs, the loss of income in the affected communities, and the loss of tax revenue to the communities.	J.E. Mundock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-220
H-88	I would like to know how they are going to handle this as far as replacing what we're going to lose in the take over of our property. Are they going to give us enough money and relocate us in an area where we are still close, someplace that the houses will be comparable? I'm 70 years old. I don't need to be looking for relocation and ending up with a mortgage.	William Muzyka (Bensenville) p. VI-259, 260
H-89	The value of our home will probably go down. We don't know if we can still sell our house. The people who are willing to sell their house will have a problem later on because they could not buy any homes from what the City of Chicago is offering. Probably all these people will use the money from the sale of the house and than they will be roaming in the street since they don't have a place to live. Mayor Daley and the others will put all the people in Bensenville in the street.	Nery (Bensenville) p. VII-68
H-90	Who is going to make up the taxes we lose? What about all the jobs we lose?	Ken Niven (Elk Grove Village) p. VII-191
H-91	It's a waste of our taxpayers money and harming millions of people's sleep and well-being.	No Name 1 p. VII-352
H-92	Because of this expansion, I want to sell my house and I want to recover the property volume lost from the City of Chicago.	No Name 2 p. VII-353
H-93	What right does the mayor have confiscating private property and not paying enough money to buy another and destroying the economic worth of any suburb?	No Name 4 p. VII-355
H-94	You want to buy properties for expansion, purchase all	No Name 6

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ID	COMMENT	COMMENTORS
	properties in Elk Grove, Bensenville and so on. Or don't purchase at all.	p. VII-317
H-95	World Business Chicago specifically requests the EIS to establish the predictable job creation and retention outcomes of the OMP, its general economic impacts both annually and for some years following the completion of the Program as proposed, and how the Program may impact the municipal tax base of the communities within an analytically manageable radius of O'Hare. Two separate studies have reported a projected employment increase of 195,000 new jobs and 185,000 new jobs, and we suggest that the EIS analyze the methodologies and findings of both, in order to establish its own figure.	Paul O'Connor (Executive Director, World Business Chicago) p. VII-106
H-96	We urge that the EIS thoroughly analyze the economic implication both in O'Hare's metropolitan service area north of a line from downtown Chicago (I-290) to the western border of DuPage County at I-88 and on the national economy of "doing nothing" at O'Hare.	Paul O'Connor (Executive Director, World Business Chicago) p. VII-106
H-97	While we believe that the OMP should be viewed independently and be assessed on its own, we strongly request that the FAA assess all predictable economic implications on O'Hare of the alternative airport proposed by many of the opponents of the OMP, should that alternative in any way fall within the purview of the EIS on the OMP.	Paul O'Connor (Executive Director, World Business Chicago) p. VII-107
H-98	World Business Chicago believes that construction of the OMP as proposed will result in reduced noise levels; dramatically reduced flight delays (and hundreds of millions in economic costs they incur), and we believe that positive benefits in	Paul O'Connor (Executive Director, World Business Chicago) p. VII-107

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ID	COMMENT	COMMENTORS
	employment and tax base growth and well as general economic stimulation will be profound.	
H-99	There will be 40,000 jobs eliminated in Elk Grove. Sixty percent of our industrial park. Our tax base will be devastated to the tune of \$500,000,000, and much that has made Elk Grove what it is will be destroyed.	John O'Keefe (Elk Grove Village) p. VI-322
H-100	The value of my property will not be as much of the market value like other communities. I invested lots of money almost all our savings to rehabilitate my house hoping that someday it will be marketable and increase in value.	Marina C. Oracion (Bensenville) p. VII-70
H-100.1	It will result in the annexation of almost 300 acres, Bensenville, and over 530 homes. 220 of those homes are affordable homes, and it will be very difficult for those people to be relocated in other parts of the region given the market conditions. And also DuPage County, by the way, has invested over \$4 million in federal and state funds in improving those affordable housing units.	Nick Pappas (DuPage County Department of Development and Environmental Concerns) p. VI-109
H-101	The economic and financial impact on Elk Grove Village, including the impact on the tax base of our community school districts, park district and library needs to be studied now.	Gary and Barbara Parrin (Elk Grove Village) p. VII-356
H-102	It would force Elk Grove to give up a certain number of houses and a certain amount of businesses and the revenue from those, lowering Elk Grove's tax base.	Steve Partman (Elk Grove Village) p. VI-267
H-103	We don't know what the cost of the airport expansion would be, nor does it seem to make sense based on the plan that Chicago has outlined.	Steve Partman (Elk Grove Village) p. VI-268
H-104	Concerned about the sinking tax base, thus higher local real estate taxes, thus lower or stagnating property values.	John Passarelli (Elk Grove Village) p. VII-310

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ID	COMMENT	COMMENTORS
H-105	How the runways will be handled, where the runways begin and end, how the western terminal is developed – those are important components that need to be considered as part of this planning study in the design and the evaluation of what those socioeconomic impacts may or may not be.	Pat Pechnick (Illinois Department of Transportation, Division of Highways) p. VI-85
H-105.1	I cannot be at the meeting on the 22 nd to express my anger and outrage. If Chicago wants to demolish whole neighborhoods, they have plenty of their own to tear down.	Clyde Penicnak p. VII-305
H-105.2	I think it's going to cost much, much more money than they are even thinking about right now, and I am very opposed to it. I think that we need to sit down – we need O'Hare. It isn't that we don't, because we need to have some better input from the residents around in the community that may lose their homes and tax dollars, etc.	Arlene Peters (Bensenville) p. VI-277, 278
H-105.3	I talked to people out front just now in green shirts, that I find there's been an injunction on the residents of Bensenville that they cannot sell their homes. Now these people are going to be held up for how long until this hole mess is settled?	Joe Polka (Elk Grove Village) p. VI-241
H-106	My concerns are the loss of revenue by destroying certain areas especially in Elk Grove and Bensenville, increasing our taxes.	Joe Ponko (Elk Grove Village) p. VI-308
H-107	The financial impact concerns us. Our village relies very heavily on the tax revenue from the industrial park. Our schools in District 59 and 214 would suffer tremendously if that revenue were lost. If the industrial park is demolished for O'Hare how many of us will not be able to afford our homes if the taxes skyrocket? What about the many seniors who have lived here since the beginning some 40 years ago, where will they go when they can't afford their homes anymore? If the	Claudine Quevedo p. VII-184

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ID	COMMENT	COMMENTORS
	expansion happens along with the western access route and needing 300 acres or more where would Elk Grove itself go? There might not be enough land for a town at all. Why would anyone want to destroy a thriving town in that way?	
H-108	Chicago wants the extra revenue then find a way to do it on city property not ours. What gives Mayor Daley the right to take our homes and businesses away from us? Modernize not expand O'Hare and build the third airport down in Peotone. Give people down in that economically depressed area jobs and economic growth.	Claudine Quevedo p. VII-184
H-109	How will this increase taxes due to less industrial? I know it will become louder dirtier and more expensive for me.	Leslie M. Quevedo (Elk Grove Village) p. VII-137
H-110	My comment is that it's too costly and projected to be very dangerous and make too much of an impact on the Village while the taxes go, and the people that will stay behind will be burdened with too many taxes. With all the tax money lost there will be no more school system, probably no library and no other benefits or programs.	Bob Rackou (Bensenville) p. VI-305
H-111	Elk Grove is going to be affected by noise pollution, air pollution, and congestion, but Bensenville is going to lose 600 homes and dozens of businesses.	Harold Reed (Elk Grove Village) p. VI-281
H-112	Elk Grove should be fully paid for this land.	Jim Roberts (Elk Grove) p. VII-8
H-113	We're going to do what we have to sell our homes to Chicago, not Bensenville. We have rights as Americans. I thought we lived in America and this was the land of the free. We feel like this is a Third World country where we don't have any rights. We don't have the right to talk to anybody in regards to selling	Rosa Rodriguez (Bensenville) p. VII-140, 141

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ID	COMMENT	COMMENTORS
	our properties. On the home market, the houses are not going to sell. So the only people that are going to be able to acquire our homes are Chicago.	
H-114	Those with whom I live in the affected area are much younger than my age of 65 and are most concerned about air pollution, noise pollution, health, property values, desecration of ancestor's cemeteries, relocation, loss of income, and psychological damage. It is these people about whom I am concerned and willing to fight, either to maintain the status quo or prevent any expansion.	Leonard Rogus (Bensenville) p. VII-60
H-115	The Chamber strongly supports the program because of its economic importance to this region, Illinois and the nation. It alone contributes \$38 billion in economic activity and produces 450,000 for this region. We stand to gain an additional 195,000 jobs and \$18 billion in economic activity every year.	Gerald J. Roper (President and CEO, Chicagoland Chamber of Commerce) p. VII-44
H-116	As recent studies have pointed out, this issue affects the health of millions of Chicago area residents, as well as the traveling public, air transport employees and our local economy.	Jack Saporito (Executive Director, Alliance of Residents Concerning O'Hare, Inc.) p. VII-143
H-117	Destruction of residences, businesses, schools, cemeteries, railroads and other existing suburban infrastructure. General destruction of Bensenville, Elk Grove and general and/or indirect destruction of Schiller Park, Des Plaines and other cities within miles of the airport	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-238
H-118	List the effects on communities' residential property values. What is the total residential property value loss by community, and total percentage loss by community? What is the grand total? What is the tax loss? Identify and quantify expected changes in land values, land uses, home ownership tenure, local	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-243, 244

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ID	COMMENT	COMMENTORS
	government revenue and social service needs. What will be the anticipated changes(s)? What are the impacts of flight tracks on average property values, on residential property tax revenues? Identify any and all properties that would or could be included in reverse-condemnation.	
H-119	Identify and calculate induced socioeconomic impacts: the cost, benefit, and irreducibles of the proposal. List and qualify and quantify effects of flight tracks on demographic, economic, and psychological factors. Also list and qualify the need for additional community services and/or facilities. List, qualify, and quantify all the impacts on all surrounding schools.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-244
H-120	List and quantify reduced local government revenues: changes to community cultural, social, educational, health, and public safety services.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-245
H-121	Constructing new runways or reconfiguring the existing O'Hare will significantly harm communities including neighborhoods, schools, businesses and homes because of the airport and aircrafts' extraordinary amounts and types of noise, water, ground pollution and toxic air pollution, property takings, tax base losses and other quality of life issues.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-149, p. VII-91
H-122	We do not want our tax base to change. I understand that would happen with this expansion, since we lose part of our industrial park.	Donna Sbertoli (Elk Grove Village) p. VII-272
H-123	I don't see where Chicago has the right to confiscate our tax base, forcing our tax to dramatically rise.	Susan L. Schell (Elk Grove Village) p. VII-67
H-124	Expansion of O'Hare would have tremendous detrimental effect on our homes and businesses.	Richard Schierhorn (Bensenville) p. VII-50
H-125	The EIS must analyze in detail and evaluate the need for the 8 th	Robert J. Schillerstrom (DuPage County Environmental

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ID	COMMENT	COMMENTORS
	runway, and the impact that it would have on safety and on the overall reduction of flight delays at O'Hare. Then the findings of that analysis must be weighed against the environmental, economic, and social impacts that would result from building the proposed 8 th runway at O'Hare.	Committee, Development & Environmental Concerns) p. VII-233
H-126	Decisions on the compensation and/or replacement and relocation of homes and businesses that might be removed because of the airport expansion must be arrived at only with the direct involvement of the affected communities and citizens.	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-233
H-127	We recommend the implementation of Payments in Lieu of Taxes (PILT) program, to annually compensate the impacted local taxing districts for any erosion in their tax base that they might suffer due to the plan.	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-233
H-128	How can the major destruction of Bensenville and Elk Grove Village be justified? Even though that I live in Wood Dale, my home is in the taxing district of the Bensenville schools, park district, and library. Will our real estate taxes double to pay for Chicago's airport?	Hermann Schmidt (Wood Dale) p. VII-281
H-129	The space to be taken from Elk Grove is where many new businesses begin. If you destroy the incubator, where will growth come from?	Don Scott (Elk Grove Village) p. VII-26
H-129.1	A much more practical solution is a new airport in Peotone where there is room without uprooting businesses and residences.	Patricia Scott (Elk Grove Village) p. VII-135
H-130	The Chicago region would not be the center of industry if it is if it weren't for the jobs and revenue O'Hare brings in on a daily basis. But, any future economic growth is threatened unless the	Monte Sellers (Arlington Signs & Banners) p. VII-181

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ID	COMMENT	COMMENTORS
	runway system at O'Hare is modernized and delays are reduced.	
H-131	Engines rev, very obnoxious whining and at some point they come every 30 seconds. Maybe for 3-4 days non-stop. With the expansion all but 1 runway will go east and west. At that point we will have no chance. Never a break, never a full nights sleep. I will have to move. Of course many of my neighbors will to, so there goes the property values.	F. Doyle Shea (Medinah) p. VII-164, 165
H-131.1	All of the infrastructure – roads, rail, mass transit, distribution facilities are in place at O'Hare – why would you duplicate these facilities somewhere else?	Jeffrey T. Sherwin (Mayor, City of Northlake) p. VII-333
H-132	O'Hare is the greatest economic engine in the state of Illinois and it's continued vitality is essential to the economic health of the communities surrounding the Airport, including the City of Northlake. It is essential that the City of Northlake continues to receive the economic benefits realized by its proximity to the Airport.	Jeffrey T. Sherwin, Mayor, City of Northlake (Resolution No. R-16-2001) p. VII-336
H-133	I believe that local communities only stand to gain. The economic benefits alone, \$18 billion in annual revenue and 195,000 jobs.	Bob Snyder (Delta-Wye Electrical Contractors, Elk Grove Village) p. VII-188
H-134	Without these improvements, O'Hare will fall behind. We can't afford to let that happen. We need to continue to invest in a proven economic engine.	Bob Snyder (Delta-Wye Electrical Contractors, Elk Grove Village) p. VII-188
H-135	I would like to sell my house to Chicago because I had a heart attack last year. We can't sell our property to anybody, and our mayor has stopped us from selling to anybody regardless of who it is.	Richard Soline (Bensenville) p. VI-165
H-136	Concerned about the taxes. What happens to the taxes?	Mary Spiezio (Elk Grove Village)

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ID	COMMENT	COMMENTORS
H-137	They're going to go sky high. Should the expansion occur, Bensenville would be financially crippled. Please help us save our community, a community where 4 generations have lived.	p. VI-261 Patti Steffensen (Bensenville) p. VII-27
H-138	This is devastating. I'm concerned about the \$120,000,000 taxes lost from our industrial park and the effect on our village life.	Raymond J. Strelau (Elk Grove Village) p. VII-367
H-139	The area economy, as well as the state economy can benefit from O'Hare expansion. The area would experience increase employment for construction workers, more business for transportation companies, more airline and airport employees, area businesses could expand traffic improvements would be underway. If you ask any questions of the folks giving testimony, myself included, you might want to ask: Where in Bensenville do they live? How much of their tax dollars went into the production of those red shirts?; What's the cost of the "Thank you, Fitzgerald" signs that were placed on the lawns by Village workers?; How much of their tax dollars still goes into the Suburban O'Hare Commission?; How much are the continuing lawyer(s) fees?; How much of their tax dollars goes into the new Suburban Airport Committee (for Peotone)?; and since you're asking so many questions, anyway...why don't you ask them how those tax dollars could have helped the failing Bensenville school system and much needed road improvements?	Timothy A. Taylor (Bensenville) p. VII-75
H-140	As a homeowner whose family has outgrown their house, I look forward to the opportunity to sell my home to the City of Chicago. I feel that the City would afford me the best possible	Timothy A. Taylor (Bensenville) p. VII-75

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ID	COMMENT	COMMENTORS
	monetary solution to my housing needs. It's a shame that I can't sell to whomever I want.	
H-140.1	I don't live in Bensenville or Peotone, but I hate, absolutely hate to see government take away people's home or farms, kick them out, tear them down. So I would like to see whatever can be done that these will not happen.	Gregory Thorson (Board of Director, Illinois Rail) p. VI-295
H-141	The cost of paying for the improvement is not going to be a user fee base. I believe the loss of my community tax base and the rising taxes to cover the roads is as problem.	Steve Unger (Elk Grove Village) p. VII-32
H-142	The expansion and the resulting tax implications and the potential stall in property values that are certain to follow threaten my ability to continue to live and thrive in my home town.	Gwen Vaccarino (Elk Grove Village) p. VII-293
H-143	The signing of the O'Hare expansion bill by the President will cause a theft year, after year, after year to the thousands of remaining real estate taxpayers in Elk Grove and Bensenville. If the government allows Daley to demolish homes and businesses that had previously paid \$33.0 million yearly in real estate taxes, then Daley with government approval will be stealing from the remaining tax payers \$3.0 million I the 1 st , 2 nd , 3 rd and every year after the signing of the O'Hare expansion bill. At the end of every 10-year period thereafter we will show a decimated tax base of \$36.5 million. Sounds like a crime greater than the Enron Corporation Crime.	Mario A. Valente (Bensenville) p. VII-140
H-144	I feel Bensenville has threatened us. They've made things so tough for us in the village that we can't go on with our lives. They've degraded our property values- they called us low-income people. I think the lawyers need to look at what's best	Anthony J. Vecchiollo (Bensenville) p. VI-138

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ID	COMMENT	COMMENTORS
H-145	for the people and not what's best for their pocket books.	Barbara L. Warrington (Elk Grove Village) p. VII-82
H-146	I hope you would also consider the financial impact it will have on this area. The expansion would take away part of my community's tax base, which will ultimately impact the quality of schools and quality of life in Elk Grove. The proposed revenue generated from the airport will go to the city of Chicago, not to the communities who are losing the land.	Rosaleen and Tony Waters (Elk Grove Village) p. VII-51
H-147	Further expansion would only reduce our quality of life and reduce property values. Who will end up paying for it?	Rosaleen and Tony Waters (Elk Grove Village) p. VII-51
H-148	Noise, air pollution, tax base and safety concerns should not be forced on those residents and communities who planned based on the current airport configuration. A doubling of air capacity will also increase ground transportation problems.	Robin Weaver (Elk Grove Village) p. VII-291
H-148.1	Most of us living in Park Ridge have been in our town for generations, homes passed from one generation to another over the decades. Currently our population is 37,775 people. We are primarily residential. We have no businesses, we have no industry in our community. And, again, when people talk about benefits from the airport and the airport being an economic engine, that's simply not true.	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VI-288
H-148.2	The environmental character and future fiscal viability of Park Ridge is threatened by Chicago's World Gateway Program as well as the Daley-Ryan expansion plan.	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VI-289, p. VII-130
H-149	It will create thousands of jobs and secure the future of the airport being an economic engine to the Chicago area including Elk Grove Village.	John A. Williams (Elk Grove Village) p. VII-300

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ID	COMMENT	COMMENTORS
H-149.1	Expansion will drive my family and many more people out of our hometown. This awful expansion is ruining my chances of staying here. Already one of my best friends has moved away because of this tragic and irresponsible act of Mayor Daley.	Katrina Winogradzki p. VII-52
H-150	I have a major concern about the socioeconomic impact the expansion will have. Elk Grove Village has high property value and is a desirable place to live. If the expansion goes through this may affect the value of our homes in a negative way.	Brenda Wojcek (Elk Grove Village) p. VII-39
H-151	Some of my concerns are our mortgage is paid for and I don't want to start over with another mortgage. Will we be receiving a replacement value, will it be within a reasonable distance to where we work and how will they go about trying to find us the same type of property when ours is pretty unique?	Delores Wojcik (Bensenville) p. VI-297
H-152	Proponents of another new down state airport argue that a new airport would be less costly and more efficient to build than the proposed redesign of O'Hare. The environmental impact of a new airport would be more manageable. It makes sense to have a back-up that would complement O'Hare in the case of an emergency. Furthermore, building a new airport effectively redistributes economic growth to other parts of the state. Invariably competition between the two airports will bring about lower costs and improved service.	Robert Yee p. VII-302
I. Other Environmental Issues		
I-1	The Hispanic minority population comprises a high percentage of the population of the area that would be impacted by O'Hare	Ken Anderson (Elk Grove Village) p. VI-228

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ID	COMMENT	COMMENTORS
I-3	expansion. There is also a growing Indian population. The impact to wildlife in the area, it has been affected as well. Birds in my neighborhood are flying into windows at a much higher rate than previously experienced.	Robert Bensen (Bensenville) p. VII-278
I-3.1	Sociologically and spiritually the airport is proposing moving two cemeteries that were there well before the airport was in existence. However, conveniently, the land currently developed by the city will not be seriously impacted. Maybe this should be looked at a little closer.	Robert Bensen (Bensenville) p. VII-278, 279
I-4	The part of Bensenville that will be destroyed is part that provides our town with its valued diversity. Is it only coincidence that this is where many minorities reside?	Cheryl Chatroop (Bensenville) p. VII-59
I-5	The Illinois EPA is very interested in the projected environmental impacts from the construction and implementation of the O'Hare Modernization Program. Each of the elements has the potential to impact land, waters, and air in the region.	Renee A. Cipriano (Director, Illinois Environmental Protection Agency) p. VII-203
I-6	The plan should discuss how existing infrastructure would be removed or plugged to prevent creating a potential pathway of pollution migration. Runoff control from new and extended runways in addition to other terminal area expansion should be thoroughly discussed including construction site activities and operational activities. In addition, the document should describe the proposed timing and manner of construction of new and relocated sewers taking into consideration the need for continued service to existing sewer dischargers.	Renee A. Cipriano (Director, Illinois Environmental Protection Agency) p. VII-204
I-7	Planes are so low at night. While we're in bed, we can see the lights on the wall in our bedroom.	Jan Crowe (Bensenville) p. VI-267, 237

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ID	COMMENT	COMMENTORS
I-9	I am confident that the FAA and environmental agencies, as the project proceeds, will ensure that the Program complies with safety standards for clean air and water.	Peter R. Gennuso (Elk Grove Village) p. VII-142
I-10	Increasing O'Hare property increases cement and reduces nature's natural absorbent. What plans does anyone have to reduce the increase of flooding in the surrounding areas?	Kathy Hicks (Elk Grove Village) p. VII-363
I-11	The EIS/Master Plan should analyze and discuss the baseline flooding conditions and how the proposed project will influence flood issues and impacts.	Joseph Karaganis (Counsel to Suburban O'Hare Commission) p. VII-199
I-12	By implementing mitigation measures at existing O'Hare buildings in addition to the new construction under modernization, greater mitigation of the water quality and quantity impacts can be achieved. Mitigation measures that should be fully considered in the EIS include: commitment to a set percentage of water savings; water-efficient fixtures and appliances; water reclamation and reuse; stormwater reuse; and landscaping with native plants, xeriscaping.	Howard Learner (Executive Director, Environmental Law & Policy Center) p. VII-195, 196

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ID	COMMENT	COMMENTORS
I-13	Huge quantities of construction materials will be used in the modernization that could result in huge amounts of solid waste. The choice of building materials and products needed for building maintenance can also have adverse air quality impacts, predominantly from materials that emit volatile organic compounds (VOCs). These must be discussed in the EIS. Mitigation measures that should be fully considered in the EIS include: recycling a set percentage of construction debris by weight – consider 40-50 percent range or greater; setting a goal of 25 percent of building materials containing a minimum of 20 percent post-consumer recycled content or 40 percent post-industrial recycled content; and specifying concrete with recycled content or fly ash, recycled-content landscape materials, ceiling tile, carpet, sheathing and gypsum board with recycled content, durable building materials, adhesives and sealants that meet California limits, paints and coatings that meet Green Seal VOC limits, carpets that comply with CRI Green Label IAQ Test Program, composite wood products with no added urea formaldehyde resins, industrial cleaning products and degreasers that meet Green Seal VOC limits.	Howard Learner (Executive Director, Environmental Law & Policy Center) p. VII-196
I-14	I live in a neighborhood where they're a lot of people who are Hispanic. So people of have worked their way up to Bensenville are going to be sent right back down the food chain. I feel they are going to be victimized. I feel the same way about the elderly people in our area. It's going to be very difficult for them to make this kind of move. I feel that a lot of this is something that's against people who are of lesser means.	Carla M. Lyons (Bensenville) p. VI-208-210

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ID	COMMENT	COMMENTORS
I-14.1	Jose Herrera bought his house by the skin of his teeth. They could barely afford to buy it. And now you want to take the house away from him, and how in the world is he going to afford a place of greater value? We really need to think about the little guy, they have rights too and those really have to be considered.	Carla M. Lyons (Bensenville) p. VI-221-223
I-15	Inasmuch as they want to enhance revenue for Chicago, it will impact all the western suburbs as far as transportation, business, and relocation of homes, taxes, sewage and water.	Art Markowski (Bensenville) p. VI-281
I-16	By expanding O'Hare, it upsets the water and sewage.	Art Markowski (Bensenville) p. VI-281, 282
I-16.1	Concerned about the environment, the fumes from the planes expel oil on my windows. The oil smears and they cannot be cleaned. The patio has to be washed at least three times in the summer due to the exhaust and oil released from the planes.	Sylvia Matezak (Bensenville) p. VII-62
I-16.2	The EIS should consider Environmental Justice issues for both the OMP and each of the alternatives examined on both a municipal basis and a metropolitan-area basis. According to Executive Order 12898, the process should inform local government officials of the impacts of the proposed action on the elderly, low-income, minority, and disabled citizen populations in their respective communities.	William J. Mueller (President, DuPage Mayors and Managers Conference) p. VII-202
I-17	Environmental Justice methodology needs to be carefully defined with particular emphasis placed upon the social justice impacts of land use changes, noise impacts, air quality impacts, and changes to surface transportation usage both during and after construction. Social impacts should identify the changes in surface transportation and identify measures taken to avoid	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-220, 221

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ID	COMMENT	COMMENTORS
	disruption. Social impacts should document community disruption. The socioeconomic impacts analysis should identify the details of cost development of direct, indirect, and induced impacts. The regional economic impacts of the OMP and its alternatives should be discussed. The social impacts of cemetery relocation should be analyzed thoroughly. The geographic distribution by race, ethnicity, income, and tribal lands should be proposed and accepted by the public. The DEIS/FEIS should be published in languages in addition to English.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-223
I-18	Potential impacts on surface water and groundwater quality must be addressed. The methodology to be used for examining water quality must be incorporated in the study. Non-point source pollution must be accounted for in the analyses.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-223
I-19	The potential impacts on Section 303 (c) properties or Section 4(f) land must be described.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-223
I-20	The impact on historical, architectural, and archaeological must be identified. For know Native American gravesites, the FAA and the sponsor must use all available means to identify the correct community representatives to address these issues.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-223
I-21	All affected biotic communities must be identified.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-223
I-22	Any threatened, endangered, proposed, or candidate species and any critical habitat, in the project area must be identified.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-223

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ID	COMMENT	COMMENTORS
I-23	All affected wetland and waters of the US must be identified.	White Ltd. p. VII-224 J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.)
I-24	Any impact to floodplains in or near the project area must be identified and discussed.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-224
I-25	Potential impacts on energy supply and natural resources should be addressed.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-224
I-26	With the new approach lighting systems in neighborhoods, the light emission impacts must be carefully assessed.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-224
I-27	The solid waste impacts must be addressed. The nature and volume of hazardous materials generated, treated, stored, and disposed of in the affected area must be discussed.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-224
I-27.1	The proposed project is likely to last for over ten years and will have substantial environmental and operational impacts during the period of construction. Consequently, simulation and modeling efforts need to show the air traffic/airspace impacts for all phases of the construction project.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-226
I-27.2	Our plants and vegetables have stopped growing because of the	Josephine Naemy (Des Plaines)

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ID	COMMENT	COMMENTORS
I-28	pollution and the smell of the fumes is unbearable. Take care of the people regarding noise and pollution.	p. VII-45 Patricia A. Nelson (Des Plaines) p. VI-128
I-28.1	Why do we have to prove the existence of the present harmful noise, toxic air, and water pollution, and their effects on our lives and our children? And if we cannot prove it, we have no more recourse but to endure more, twice as much.	
I-29	Chicago's Deep Tunnel track record information out today shows after 2 billion dollars, its 30 years old with an estimate of 10 to 15 years left to go. It only handled 1.5 billion gallons, $\frac{1}{2}$ of today's rain flow. The rest overflowed with sewage into the lake closing beaches and polluting the lake. Estimates are that it is running out of money.	No Name 7 p. VII-112 Rick Pettigill (Illinois Environmental Protection Agency, Division of Water Pollution Control) p. VI-39
I-30	There are existing facilities at the airport that have come a long way in improving the quality of storm water discharges from the airport, and additional facilities may need to be provided when expansion occurs. The facilities have a certain capacity and expansion could overwhelm these capacities. This should be addressed.	Rick Pettigill (Illinois Environmental Protection Agency, Division of Water Pollution Control) p. VI-39
I-31	The 433 acres of land is going to require existing infrastructure, sewers, water lines, and things of that nature. Sewers can serve as a conduit for pollutant migration away from facilities and contaminate other areas. Those things need to be addressed. Runoff should be a concern.	Rick Pettigill (Illinois Environmental Protection Agency, Division of Water Pollution Control) p. VI-39, 40
I-32	When you utilize the dust process as part of construction activity that will impact runoff. Those areas need to be considered.	Mike Rogers (Illinois Environmental Protection Agency, Air Quality Planning)

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ID	COMMENT	COMMENTORS
I-33	The relative value of these areas to natural resources should be part of the decision making process. The relative value of nearby natural resources, which may be indirectly affected should also be part of the decision making process.	p. VI-39 John D. Rogner (Field Supervisor, United States Department of Interior, Fish and Wildlife Service) p. VII-261
I-34	The DEIS should fully describe impacts to wetlands and should describe mitigation for the wetland losses. If studies indicate that the wetlands attract wildlife to hazardous situations, it may be appropriate to fill the wetlands onsite. If this course of action occurs, we recommend that the wetlands onsite are adequately replaced through offsite mitigation (purchasing land at an offsite location, obtaining mitigation credits from a mitigation bank, etc.).	John D. Rogner (Field Supervisor, United States Department of Interior, Fish and Wildlife Service) p. VII-261, 262
I-35	We recommend that a detailed analysis be conducted to ascertain if the wetlands onsite are in fact attracting wildlife to hazardous situations. Studies should be conducted to find out if birds, which inhabit the wetlands at the airport are likely to be involved in collisions with airplanes through bird surveys designed to indicate temporal and spatial distributions; an examination of bird strike and incident reports, etc. The DEIS should attempt to predict the future risk of airplane/bird collisions.	John D. Rogner (Field Supervisor, United States Department of Interior, Fish and Wildlife Service) p. VII-262
I-36	Based on the information provided and a review of our records, we do not believe that any federally endangered or threatened species occur in the vicinity of the site. Based on the information provided, it does not appear that the project is likely to adversely affect any federally threatened or endangered species adversely modify critical habitat of such	John D. Rogner (Field Supervisor, United States Department of Interior, Fish and Wildlife Service) p. VII-262

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ID	COMMENT	COMMENTORS
I-37	species.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-238
I-38	Lake Michigan water quality degradation due to substantially increased depositions of pollutants, including hydrocarbons, acids and metals such as lead and mercury. Soil, stream and well water pollution due to huge increases in use of deicing fluids, as well as due to jet fuel spills and tank leakage.	AReCO disagrees with the scoping document position VI.2 that coastal zone management is not expected to be affected. The Lake Michigan coast lies generally about 13 miles to the east and is expected to be substantially affected by large pollution increases, both by wind transportation from the airport environs and aircraft approach/departures to the west of the airport and from direct and heavy coastal overflights due to the primarily east-west runways proposed.
I-39	AReCO disagrees with the scoping document section VI.3 in excluding construction, cumulative impacts and historic resources as anticipated key environmental issues. Cumulative and construction impacts are expected to be substantial and historic issues include at least the very old cemetery located to the southwest.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-239
I-40	Define the total potentially affected environment, both natural and man-made. Identify the baselines of all air, water, ground and noise pollution to these environments now generated by all O'Hare and related operations, both on and off airport grounds.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-242
I-41	Identify all historic sights and structures. Identify all various affected agencies and groups.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-245
I-42	Identify all other potential airport/aircraft potential	Jack Saporito (Alliance of Residents Concerning

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ID	COMMENT	COMMENTORS
	environmental problems (flora, fauna, acid rain, etc.). Provide all quantitative references used in establishing potential health problems resulting from airport/aircraft emissions.	O'Hare p. VII-246
I-43	Identify and consider all ground water contaminated sites and the need for remediation, modeling of transport and migration, fuel spills, treatment, runoff, all contaminants, both known and unknown, where aquifers and recharge areas are, might, will be affected.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-252
I-44	List and quantify water use, including catering and engineering operations.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-253
I-45	Identify and quantify, publicly and privately owned underground fuel tank leakage, both on and off airport property.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-253
I-46	Identify all hazardous and toxic compounds in the ground and their concentrations.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-253
I-47	Identify and quantify effects on Wild and Scenic Rivers.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-253
I-48	Identify and quantify effects on Floodplains.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-254
I-49	Identify and quantify all solid and hazardous waste.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-254
I-50	Identify all water filtration plants used.	Jack Saporito (Alliance of Residents Concerning O'Hare)

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ID	COMMENT	COMMENTORS
I-51	Identify roads, drainage, water supply, sewerage treatment and waste disposal. Will existing systems be sufficient to handle anticipated changes?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-254
I-52	Environmental Justice - identify and quantify all those who are affected and those that will be affected	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-255
I-53	List and quantify NPDES permits.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-256
I-54	Constructing new runways or reconfiguring the existing O'Hare will significantly harm communities including neighborhoods, schools, businesses and homes because of the airport and aircrafts' extraordinary amounts and types of noise, water, ground pollution and toxic air pollution, property takings, tax base losses and other quality of life issues.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-149, VII-91
I-55	We see impacts as being on the floodplain. We have to look at those, how they're going to affect the present retention reservoirs and any future retention reservoirs that would be needed; impacts on the sewer interceptors and sewage treatment plants.	Joe Schuessler (Metropolitan Water Reclamation District of Greater Chicago) p. VI-110, 111
I-56	Our concern is with Addison Creek, which currently start in Bensenville; and if the airport is expanded, to take so many acres in Bensenville, we're concerned with the runoff, the pollution and so forth that would affect Addison Creek since the head water are right there in Bensenville.	Jeffrey Sherwin (Mayor, City of Northlake) p. VI-370, 371
I-57	We will need a clear description of the amount, type, function, and quality of wetlands in the area. Additionally, we would	Kenneth A. Westlake (Chief, Environmental Planning and Evaluation Branch, US Environmental Protection

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ID	COMMENT	COMMENTORS
	expect that FAA would document efforts to avoid and minimize wetland losses, and include conceptual plans for how they plan to mitigate for unavoidable losses to wetland impacts in the EIS.	Agency) p. VII-269
I-58	Deicing and snow removal practices have the potential to cause significant impacts to receiving water bodies. The EIS should describe both the current practices and what is being proposed through this project.	Kenneth A. Westlake (Chief, Environmental Planning and Evaluation Branch, US Environmental Protection Agency) p. VII-269
J. Surface Transportation		
J-1	Interested in seeing that the environmental impact from the roadway projects associated with this development are included in the document. And before we look forward to working with you, an individual needs to see that our requirements are met.	Kathy Ames (Illinois Department of Transportation, Bureau of Design and Environment) p. VI-41
J-2	Many of the Hispanics work right in Bensenville, Elk Grove, and Wood Dale and if they move out to areas that they could afford, they would be far removed from their place of business. The expense of transportation would be very high to them. We already have so many cars traveling long distances that it would have an impact in terms of the highways.	Ken Anderson (Elk Grove Village) p. VI-228, 229
J-3	They could double-deck the interstate and the traffic flow in both directions with double-decked roads would double the flow of traffic to and from Rockford and O'Hare, minimum delays.	William Baird (Bensenville) p. VI-213
J-4	They said there would be a hundred thousand new jobs created at O'Hare. Where are they all going to drive and park, which would mean additional access roads which would wipe out	William Baird (Bensenville) p. VI-214

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ID	COMMENT	COMMENTORS
J-5	some more of Elk Grove. We don't need any more pollution, noise or road gridlock.	Mike Baran (Elk Grove Village) p. VII-318
J-6	The airport is a cause of serious pollution and increasing the size without addressing the flow of traffic will be a serious ramification. When congestion occurs, the pollution increases exponentially. Increasing the size of the airport will only increase the volume of traffic.	Robert Bensen (Bensenville) p. VII-278
J-7	I am interested in getting a transportation policy that would coordinate rail, surface transportation and air transportation. I feel that we need to reserve the slots and busy runways at O'Hare for long-haul flights and should feed those flights with what I call a train-to-the-plane policy. Getting Amtrak to the airport would be easy because they have a track from Union Station. Unfortunately the people mover doesn't come to the Metra station at the airport, but it could easily be extended, at far less cost than trying to have a slot for every airplane. We can think in terms of a seamless transportation system that uses the highways and the railways and the airlines in their best possible strength, which would be to go long haul by air. It would save an awful lot of money in new gates and new runways.	Ronald P. Boardman, Jr. (Inter City Rail) p. VI-194-196
J-8	Concerned about the impact it will have on our quality of life, our property values, the noise, the pollution, the increased traffic, and everything else that will go along with expanding the airport.	Karyn Bock (Elk Grove Village) p. VI-275
J-8.1	I think the biggest problems are diversification of flight patterns, on-time flights, noise reduction, and reduction of	Cheryl Botje (Roselle) p. VI-201

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ID	COMMENT	COMMENTORS
	traffic congestion both on the ground and in the air. It really degrades the quality of our life.	
J-8.2	We need to develop high-speed, highly efficient land-based transport network feeding, and connecting these airports so the air carrier's burden of multiple locations is mitigated and profitability is attained. All this can only be attained with a spirit of cooperation between all regional authorities and the citizens of the area.	Gary Bottje (Roselle) p. VII-183
J-9	Since O'Hare is located in the suburbs, it's the suburbs that actually end up paying the cost of traffic, noise, and air pollution. And the suburbs stand to lose long-term revenue generating businesses, homes, and land.	Tom Callahan (Elk Grove Village) p. VI-264, p. VII-133 No Name 7 p. VII-112
J-10	How about putting the airport where the local people want the jobs and they can drive to it easily without adding to our congestion. Elk Grove stands to loose the businesses that pay taxes while gaining the noise and extra traffic. It's already terribly congested.	Carol Cichorski (Elk Grove Village) p. VII-364
J-11	Build Peotone along with minor changes at O'Hare. Why stick more expansion, more congestion in an area that's to the max now when we can improve O'Hare, western access, and build Peotone and really solve some serious future aviation needs?	Tom Crowe (Bensenville) p. VI-248, 249

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ID	COMMENT	COMMENTORS
J-12	We have a number of potential alignments that our service boards CTA, Metra, Pace may propose which may be directly impacted by the new boundary lines. It would be useful to see old boundary lines versus new boundary lines depicted on your graphs, also improvements regarding off-site not within the airport footprint that could have a potential impact. I'm aware there's a number of airport-type facilities that may not be depicted in the boundary line that could be in close proximity, which might also be impacted.	John DeLaurentis (Regional Transportation Authority) p. VI-113
J-12.1	Create faster and efficient means of transportation to and from each of the airports, instead of trying to cram all of the business into one already over-stuffed airport.	Mr. & Mrs. Patrick J. Ferreri (Park Ridge) p. VII-85
J-13	The roads near my home are congested enough.	Lillian Gardner (Bensenville) p. VII-29
J-14	I don't see any reason for more expansion at O'Hare other than improving on the roads to get in and out more efficiently and faster, eliminating more delays at O'Hare by improving roads instead of sitting in traffic jams.	Humberto Gramajo (Elk Grove Village) p. VI-285
J-15	The pollution and traffic increases won't be pleasant in this area.	Peggy Hall (Elk Grove Village) p. VII-290
J-16	I ask that you support the original western access proposal into O'Hare.	Pamela Hartzell (Elk Grove Village) p. VII-301
J-17	Adding new traffic to the already congested access roads will burden surrounding communities with increased emissions and other congestion related impacts.	Richard Harnish (Executive Director, Midwest High Speed Rail Coalition) p. VII-263
J-18	What will be the economic impact caused by both the modernization and environmental changes related to creating a western access road to O'Hare?	Robert T. Howard (Superintendent, Elk Grove Township Schools) p. VII-76

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ID	COMMENT	COMMENTORS
J-19	There is a glaring lack of information about the necessary terminal and roadway elements of the plan – particularly as to location, cost, and impact of these terminal and roadway elements.	James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-183, Craig B. Johnson (Mayor, Elk Grove Village – Submitted Statement of Congressman Henry Hyde) p. VII-126, John Geils (Mayor, Bensenville – Submitted Statement of Congressman Henry Hyde) p. VII-95
J-20	What terminals and access roadways are needed to accommodate 76 million boarding passengers that Chicago says the runway plan can accommodate? What are the costs and environmental impacts of these necessary elements?	James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-184, Craig B. Johnson (Mayor, Elk Grove Village – Submitted Statement of Congressman Henry Hyde) p. VII-126, John Geils (Mayor, Bensenville – Submitted Statement of Congressman Henry Hyde) p. VII-95
J-21	The increase in traffic with western access, the possibility of a ring road connection, would bring a lot more traffic into Bensenville, cause for widening of York Road, which would mean even more pollution in the area.	Patricia Johnson (Bensenville) p. VI-203
J-22	Did you touch on the ring road? Is that going to be part of your process to incorporate that? That is going to drastically affect our business community; and we have hundreds of small businesses employing thousands of people paying millions in taxes, and the ring road and this project would just severely hamper our business partner.	Rich Johnson (Bensenville Park District) p. VI-371, 372
J-23	The number of travelers and workers at both the airport and surrounding development would benefit from expanded regional rail services that could attract a diversion of road traffic. Rosemont area employment and business travel volumes approach that of downtown and severely taxes road capacity around O'Hare.	Harvey I. Kahler (Chicago) p. VII-321

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ID	COMMENT	COMMENTORS
J-23.1	Rail passenger services consume less energy, emit less pollutants, exploit existing infrastructure and mitigate congestion of road and air facilities. Expanding rail services to O'Hare can be beneficial to the traveler in a number of roles and deserve accommodation regardless of current institutional problems. They are fast, affordable, accessible, worry-free, comfortable, and safe.	Harvey I. Kahler (Chicago) p. VII-322, 323
J-24	Bringing new rail services to O'Hare raises the question whether access will be direct with station at the existing and proposed terminals or indirect to satellite terminals with a shuttle service to the terminals. Direct suburban or intercity train access to O'Hare poses a number of architectural, engineering and operational problems that need to be coordinated with terminal planning and route improvements.	Harvey I. Kahler (Chicago) p. VII-323, 324
J-25	IDOT has suggested the I-190 expansion on the east side of the airport doesn't carry the day and one thing that is apparently missing in the OMP analysis is IDOT reflected there had been an earlier proposal to build a western bypass across the southern end of the airport. The original toll way design was to take over the southern end of the airport. That's one alternative that certainly out to be considered. The other alternative is to move west, which has tremendous destructive impacts.	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pate Philip) p. VI-102
J-26	Does Thorndale Road now become Route 19? Why change Elmhurst Road when we already have Thorndale? What happens to Irving Park Road and Touhy Avenue?	James L. Klocek (Elk Grove Village) p. VII-22
J-27	The impacts on surface transportation, particularly road congestion and air quality, must be fully considered in the EIS along with mitigation measures including: direct O'Hare	Howard Learner (Executive Director, Environmental Law & Policy Center) p. VII-194

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ID	COMMENT	COMMENTORS
	connects to the planned Midwest high speed rail system; Northwest Corridor extension through and beyond O'Hare, as being studied by the Regional Transportation Authority, and increase public transit service.	
J-28	The EIS must fully consider what traffic the proposed western access is intended to relieve and whether it will encourage airport visitors to drive when they otherwise would not. Traffic studies should be conducted. Mitigation measures should be included in the EIS to reduce any adverse impacts of western access.	Howard Learner (Executive Director, Environmental Law & Policy Center) p. VII-194, 195
J-29	Other ground transportation activity will increase at O'Hare during modernization as a result of increased capacity and utilization. This increased ground transportation activity will have air quality and energy supply impacts. Mitigation measures that should be fully considered in the EIS include: converting remainder of existing GSE fleet to electricity, compressed natural gas or other alternative fuels and when purchasing new GSE, restricting them to those fuels; consolidating remaining shuttle operations; establishing employee carpools and vanpools; publicizing and marketing public transit availability more widely; converting non-GSE vehicles to propane and natural gas; opening up the natural gas fueling station to a broader range of vehicles; constructing a new multi-modal facility near Parking Lot F, which would serve an extended ATS, Midwest high-speed rail trains, CTA, Metra, PACE buses, and rental car facilities.	Howard Learner (Executive Director, Environmental Law & Policy Center) p. VII-195
J-30	There seems to be no significant plans for expanding the Kennedy. And even if you expand the Kennedy, can any road	Dorrie Madonna (Wood Dale) p. VI-224

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ID	COMMENT	COMMENTORS
	in any area handle the amount of traffic that doubling the amount of flights will necessitate?	
J-31	I'm opposed to the plan because of the traffic on the Kennedy, if anybody has tried to come out to the western suburbs on a Sunday afternoon they know what the condition is. And although they are talking about western access, that really is – the cost seems to be mostly prohibitive at \$6.6 billion that they're talking about.	Dr. Ralph Madonna (Wood Dale) p. VI-317, 318
J-32	Air pollution, noise and traffic congestion will all increase.	Julie Malon (Elk Grove Village) p. VII-315
J-33	In as much as they want to enhance revenue for Chicago, it will impact all the western suburbs as far as transportation, business, and relocation of homes, taxes, sewage and water.	Art Markowski (Bensenville) p. VI-281
J-34	How are all these people from the City of Chicago who commute to the western suburbs going to go by when they are going to close down and relocate Irving Park Road?	Art Markowski (Bensenville) p. VI-282
J-35	No one from IDOT has made any comment as to how to handle the in and out traffic flow from the City of Chicago to the western suburbs or the impact that it will have on the western suburbs when people can't get there.	Art Markowski (Bensenville) p. VI-283
J-36	If it will take 15 years to complete this project, how will the traffic situation be handled?	Sylvia Matezak (Bensenville) p. VII-62
J-37	The suburbs could annex Higgins Road, which is the only way Chicago is connected to O'Hare.	Martin McGowan (Elk Grove Village) p. VII-286
J-38	As modernization of O'Hare moves forward through the environmental process, the roadways and the regional roadway system is a concern to us, and what the potential secondary cumulative impacts for the roadway are going to be. An	Kevin McLauray (Federal Highway Administration) p. VI-36 An

TABLE 10
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ID	COMMENT	COMMENTORS
	emphasis on congestion and congestion mitigation.	
J-39	Multi-hold areas, how will we move vehicles and the vehicle mix – wanting to bring more aircraft into the area, which would potentially bring more supplies and movement of vehicles.	Kevin McLaury (Federal Highway Administration) p. VI-36
J-40	Around O'Hare the roads are already always full. Route 90 is busy 24-7. We have gridlock already. When will we build 3 level roads?	William Meitzlor (Elk Grove Village) p. VII-108
J-41	The scope of the EIS should include a full examination of the environmental impacts of the OMP on all surrounding roads, both with and without the following planned landside improvements: the relocation of freight rail lines and Irving Park Road, western O'Hare bypass (ring road) and the extension of Elgin-O'Hare Expressway providing western access to O'Hare (per the 2020 Regional Transportation Plan), and the planned bus rapid transit corridor linking O'Hare to Oak Brook, Naperville and Schaumburg (per the DuPage Area Transit Plan).	William J. Mueller (President, DuPage Mayors and Managers Conference) p. VII-202
J-42	How can the surface traffic be accommodated in the proposed OMP? The EIS needs to explicitly address people and vehicular (both autos and trucks) movement both into and out of O'Hare and the cost of accommodating such movement.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-220
J-43	The surface transportation issues will produce social and economic impacts. A western access to O'Hare that is off the airport property will cause the dislocation of commercial establishments in the neighboring community. Many of these companies are freight forwarders and trucking companies that have a justifiable need to be located near an airport.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-220
J-44	I believe we have more traffic in this area than we can handle.	M. Nelson (Elk Grove Village)

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J-45	Concomitant with all this, they want to enlarge all these roads and tollbooths and give us auto emissions to breathe, increased auto emissions. The ring roads. The tollbooth back ups. We have huge back ups and auto emissions. If we widen a ring road, we are going to put thousands and thousand more people riding alone in their cars, giving us auto emissions that are ultimately going to land in our neighborhood and our lungs and our bodies.	p. VII-368 Patricia A. Nelson (Des Plaines) p. VI-131
J-46	The environmental impact on our community needs to be addressed by the FAA including noise, air pollution, and traffic impacts from the increase in the number of flights and physical changes to the airport configuration.	Gary and Barbara Parrin (Elk Grove Village) p. VII-356
J-47	It would inconvenience those people who already live here in terms of the amount of traffic and noise that would happen.	Steve Partman (Elk Grove Village) p. VI-267
J-47.1	One direction that they do go out is north towards Milwaukee, and that is the rail line that has to be realigned. We have been contacted by the City's consultant. I have no doubt that we will be able to work out an alignment with them; but as of this date, we haven't sat down and worked out all the details.	Michael W. Payette (Union Pacific Railroad) p. VI-112
J-48	The I-190 that has stayed in the city has already committed \$275 million to upgrade to provide better access in and out of O'Hare. That won't suffice with the additional emplanements. So the western access is something that we're concerned with, and in the realm of it can't be done with a traffic signal off of York Road. It needs to be a major expressway-type interchange setup similar to I-190. If you look at the regional 2020 plan, there's a western O'Hare bypass in part of that plan.	Pat Pechnick (Illinois Department of Transportation, Division of Highways) p. VI-84, 85

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ID	COMMENT	COMMENTORS
	There's also the Elgin-O'Hare extension. All of those projects aren't part of this planning process. They are projects that indeed we plan on moving forward with, and they will likely become part of the 2030 regional transportation plan that's under development.	Pat Pechnick (Illinois Department of Transportation, Division of Highways) p. VI-85
J-49	Concerned that the airport layout plan isn't done in a vacuum; that it includes or acknowledges those highway projects that will some day go into place.	Daniel Pritchett (Village President, Franklin Park) p. VI-363
J-50	Mannheim Road's role as a strategic arterial moving local O'Hare and regional traffic through Franklin Park. Specific issues relative to the expansion include increase traffic, trucks, cars and buses, resulting in increased congestion, noise/air pollution and delay to area and regional motorists.	Harold Reed (Elk Grove Village) p. VI-281
J-51	Elk Grove is going to be affected by noise pollution, air pollution, and congestion, but Bensenville is going to lose 600 homes and dozens of businesses.	Sheila Rudden-Shoney (Elk Grove Village) p. VII-49
J-52	The noise is already too much, as is the traffic in the area. This area is already congested and polluted enough.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-245
J-53	Identify and quantify all congestion on the ground from transport movements by passengers, support activities and staff and impacts on non-airport related traffic and resulting social problems from this congestion.	How many vehicles (support and ground vehicles) come in and out of the airport daily? Quantify all pollution contributions. Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-253
J-54	Identify roads, drainage, water supply, sewerage treatment and waste disposal. Will existing systems be sufficient to handle anticipated changes?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-255

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ID	COMMENT	COMMENTORS
J-56	The EIS must address the issue of environmental impacts resulting from the construction-generated traffic congestion, air pollution and noise on the surrounding communities.	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-23 ⁴
J-57	What about the ring road? Will it be built on O'Hare property?	Hermann Schmidt (Wood Dale) p. VII-28 ¹
J-58	We have been contacted by the City's consultant. I have no doubt that we will be able to work out a realignment with them. A major line to the north will have to be realigned so it is something that will have to be addressed.	Joe Schuessler (Metropolitan Water Reclamation District of Greater Chicago) p. VI-112
J-58.1	Any future economic growth is threatened unless the runway system at O'Hare is modernized and delays are reduced. Fewer delays will also mean reduced fuel emissions. Aircraft will spend less time idling at the gate, sitting on the runway or circling in the air. Also, the proposed western access and other roadway improvements around the airport will relieve a great deal of congestion on the roads, especially helping trucks get in and out of the airport more efficiently. I imagine all of this will have a very positive impact on air quality in the area.	Monte Sellers (Arlington Signs & Banners) p. VII-18 ¹
J-59	What's going to happen to the expressway, if they are going to build a runway there? Where are you going to put the expressway?	Edward and Marianne Shad (Bensenville) p. VI-279
J-60	I will sum up my comments regarding noise, pollution and traffic in this way. I made a conscious decision almost 9 years ago to move to Bensenville. The town is near an airport. It might be a little noisy and congested at times, but I live near an airport.	Timothy A. Taylor (Bensenville) p. VII-74
J-61	My main interest is to balance our transportation and have spending on railroads, on passenger trains in this country. I	Gregory Thorson (Board of Director, Illinois Rail) p. VI-294-296

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ID	COMMENT	COMMENTORS
	<p>have a suggestion, and that is with the focus on the airport, O'Hare Airport, recognizing that the most useful way to use a plane is to travel long distances fly to Europe, fly to California, but then when travelers land at O'Hare, make sure to have the investment in this program, now, to give travelers the opportunity to, for example, ride a fast passenger train to Bloomington, to Indianapolis, to Milwaukee the cities and towns in the Midwest relatively close by, a couple hours travel time rather than waste valuable airspace and get into a small airplane and change to the airplane, change to this other airplane and take off for a flight a short distance away which could just as easily be handled by rail in many cases. Not all cases, but many. I would like to see the consideration of the Union Pacific Railroad line relocation to the west and the Canadian Pacific, the existing Metra line to the east of the airport be thoroughly studied so that Metra passenger train service and Amtrak inter city passenger train service could be used on these lines wherever most feasible directly to a new western access terminal or to a terminal on the east side of O'Hare, wherever the best.</p>	John C. Tone (Denver, CO) p. VII-3
J-61.1	I urge that provisions for inter-modal connections with the proposed Mid-West High Speed Rail Initiative be included in final plans.	Steve Unger (Elk Grove Village) p. VII-32
J-62	I also believe that we are not getting the full story regarding the circle highway, west entrance, pollution, noise, or environmental impact.	Robin Weaver (Elk Grove Village) p. VII-291
J-63	Noise, air pollution, tax base and safety concerns should not be forced on those residents and communities who planned based	

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ID	COMMENT	COMMENTORS
	on the current airport configuration. A doubling of air capacity will also increase ground transportation problems.	
J-64	The western access to this facility is going to require some rather large highway facilities in order to serve it. Some of them are going to be well off the site, some of them may be either adjacent or even on the site, and I'm just curious as to how that's going to be addressed in this activity.	Mike Williamson p. VI-41
J-65	You don't have the internal highways to support traffic to the new O'Hare.	Bill Winton (Harwood Heights) p. VII-30
K. Quality of Life/Health Effects		
K-1	We are concerned about quality of life, air pollution, and noise pollution.	Mary Ann Andrews (Elk Grove Village) p. VII-71
K-2	I'm quite concerned about the quality of life for my family.	Mary Ann Andrews (Elk Grove Village) p. VI-179
K-3	A lot of children are suffering from asthma these days.	Mary Ann Andrews (Elk Grove Village) p. VI-180
K-4	I have on occasions come out of my house and smelled kerosene in the air when it's a little bit damp. That itself is a health issue. It's caused sometimes by planes unloading fuel before they land because of various safety reasons and they say they dump the fuel in the lake. Well, that's not always true.	William Baird (Bensenville) p. VI-212
K-4.1	I have a daughter who is 12 and she likes where she lives and my wife likes where she lives, too. We're close to our friends.	William Baird (Bensenville) p. VI-212
K-5	Why should my family be asked to make sacrifices, which will have no positive effects on our social, economical and personal life styles.	Patricia Beaudoin (Elk Grove Village) p. VII-23

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ID	COMMENT	COMMENTORS
K-6	The northernmost runway would put a direct flight over Orchard Place School in Des Plaines, and I just don't feel that that would be a good environment for the kids going to school and growing up when they are having a plane approximately 150 feet over their heads numerous times over the day, let alone the safety issue.	Tom Becker (Des Plaines) p. VI-136
K-7	The airport also has increased the truck traffic. Recently pollution from Diesel has been directly linked to lung cancer.	Robert Bensen (Bensenville) p. VII-278
K-7.1	The communities in and around the area where O'Hare Airport is located has a majority of residents that have grown up there, and have even moved back to live in this area. This is their home. The expansion of O'Hare would be devastating to the communities in and around the airport and the families that will be affected. Please look at all of the impacts of this expansion.	Robert Bensen (Bensenville) p. VII-278
K-8	Part of the Association's efforts is to focus on promoting the economic health of the Northwest Chicago suburban area while enhancing the environment for businesses and the quality of life for residents. O'Hare plays a crucial role in our efforts. While our mission is to improve the business environment, quality of life is equally important.	Kimberly A. Bless (President, Northwest & Schaumburg Association of Commerce and Industry) p. VII-19
K-9	Concerned about the impact it will have on our quality of life, our property values, the noise, the pollution, the increased traffic, and everything else that will go along with expanding the airport. I hear all the facts, and it's amazing to me that Mayor Daley spends so much time beautifying the city and making the city a better place for the residents to live. And he doesn't even want small planes flying over the city. So, I mean, he wants to be sure that the residents of Chicago are	Karyn Bock (Elk Grove Village) p. VI-275

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ID	COMMENT	COMMENTORS
	well-cared for and that they live in a beautiful place, but he's willing to come out here and destroy what we've got and destroy our quality of life.	
K-10	I think the biggest problems are diversification of flight patterns, on-time flights, noise reduction, and reduction of traffic congestion both on the ground and in the air. It really degrades the quality of our life.	Cheryl Bottje (Roselle) p. VI-201
K-11	It should be the task of the planners and engineers, to improve the quality of life and the environment of the O'Hare area, fostering a sense of pride and support for the airport. The quality of life needs of the region's citizens must be adequately addressed or airports will wallow in acrimony and unrest, felt by all the travelers using our airports.	Gary Bottje (Roselle) p. VII-183
K-12	We have a great opportunity to grow and develop the entire region, improve the quality of life and realize profitable businesses that provide the highest level of service to their customers. I am sure we can do it, if we make the right choices.	Gary Bottje (Roselle) p. VII-183
K-13	The environmental consequences of this airport expansion will decrease the quality of life in my community.	Leslie A. Brace (Elk Grove Village) p. VII-297
K-13.1	The noise and fumes are already a health hazard, and increasing the number of flights will have a devastating impact on our community.	Carl Brauweiler (Park Ridge) p. VII-43
K-14	I have seen where they had caps on flights and then they took the caps off, and now this entire mess affecting the quality of life, and now they are really taking the caps off flights by allowing all these runways.	Virginia S. Brauweiler (Park Ridge) p. VI-160

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ID	COMMENT	COMMENTORS
K-15	I participated in a study by bringing my children's teeth in jars to the dentist, there was definitely a greater amount of lead in their teeth than in the children of other areas.	Virginia S. Brauweiler (Park Ridge) p. VI-161, 162
K-16	Noise and fumes are already a health hazard and increasing the number of flights will have a devastating effect.	Virginia S. Brauweiler (Park Ridge) p. VI-164
K-17	We know the air quality is affected, there is noise pollution and the proposed expansion would further affect the quality of life.	Henry Bronars (Bensenville) p. VII-37
K-18	I'm concerned about air safety with increased number of flights since we live in the pattern of Runway 27L, and also on the basis of our daily quality of life.	Henry Bronars (Bensenville) p. VI-197
K-19	I understand that there is a study being done at an airbase in Arizona – it has to do with the fact that the incidence of leukemia is three times that of the norm in children. Have you heard of the study?	Al Canchola (Roselle) p. VII-53
K-20	Build another airport take some of this noise pollution away from this area. We need to feel safe again. We need improvement in the quality of our lives.	June M. Cirone (Elmhurst) p. VII-159
K-21	The southern runway is going to be putting a freight terminal, freight airplanes, and passenger planes treetop level over my house and Fenton High School. That's going to mean there's no more outside sports activities, football games, soccer games, band, and band practice.	Tom Crowe (Bensenville) p. VI-244
K-22	Hundreds of thousands of citizens will have their lives destroyed for no good reason.	Charles F. Drake (Bensenville) p. VII-69
K-23	The environmental impact of the area, the cancer rate around O'Hare is eight times more than anywhere in Illinois.	Mark H. Evans (Elk Grove Village) p. VI-255

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ID	COMMENT	COMMENTORS
K-23.1	The same filth that hits and sticks to our windowpanes goes into, and stays, in our lungs. It especially impacts heavily on the health of babies and old folks. One does not need the help of a team of scientists and physicians to deduce that the inhalation of harmful vapors and carcinogenic materials is detrimental to one's health. Purely and simply, more runways mean more flights, and more flights mean more carcinogenic material in the lungs of all those who live near O'Hare.	Mr. & Mrs. Patrick J. Ferreri (Park Ridge) p. VII-83, 84
K-23.2	We, of course, do not want to see more terrorist attacks, just so that we may enjoy the healthy environment that less flights would bring. We would however like to see less flights as the result of intelligent consideration of the environment – and the quality of life of all concerned.	Mr. & Mrs. Patrick J. Ferreri (Park Ridge) p. VII-84
K-24	I definitely opposed it for many reasons. Already the noise is too high. Noise pollution, air pollution, dumping of jet fuel is already horrendous. It's for health reasons and safety reasons we do not need this expansion.	Barb Fitzpatrick (Bensenville) p. VI-205
K-25	My concerns are in three main areas: safety, environment/quality of life and economics.	Charles E. Glomski (Elk Grove Village) p. VII-86
K-26	Continuing increases in flight operations can only mean reduced quality of life and environmental health due to aircraft exhaust and noise. Reconfiguration with six parallel east-west runways will negatively impact the quality of life in Elk Grove Village despite the improvements in noise level for newer aircraft.	Charles E. Glomski (Elk Grove Village) p. VII-86

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ID	COMMENT	COMMENTORS
K-27	Five years after I moved in, I developed asthma that Mayo clinic has defined as the worst case they had ever see. No natural allergies. All mine are chemical. It's phenol - it's formaldehyde. It is the type of thing that is in aircraft exhaust fumes. Every flight that takes off from O'Hare, you know, it's like a crop-duster putting pollutants on the ground. It's mildly cumulative, you know, if they come in very quick succession.	Helmut K. Goerling (Park Ridge) p. VI-152
K-28	I am concerned about the quality of life we will have if O'Hare would be expanded.	Humberto Gramajo (Elk Grove Village) p. VI-284
K-29	Open a third airport to improve the quality of life and job situation for other people besides Elk Grove.	Humberto Gramajo (Elk Grove Village) p. VI-285
K-29.1	And I would like to thank Mayor Daley. And I'm sure he loves his family and everybody else that he knows. He seems to have forgotten that there is families all the way around, and by increasing – by doubling the amount of planes at O'Hare Field will double the stress and the problems in our homes. And we invite Mayor Daley to come out, and he can stay at my house if he likes it, so he can see the kind of problems we are facing right now.	Humberto Gramajo (Elk Grove Village) p. VI-286
K-30	I'm very concerned. I am an asthmatic. I'm very concerned about asthma and that this is not helping to have clean air here with having the airplanes flying over so low.	Gail Hall (Elk Grove Village) p. VI-176, 177
K-31	Under the plan, the airport would be pushed west, immediately into the existing industrial and residential areas, resulting in huge losses of jobs and tax revenues, adversely impacting economic development, schools, and residential quality of life.	Ken and Ruth Haller (Park Ridge) p. VII-282
K-32	He does not have a right to alter the quality of life to a town where he does not live and where he will not be affected.	Pamela Hartzell (Elk Grove Village) p. VII-301

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ID	COMMENT	COMMENTORS
K-33	We just think with additional air traffic, we have to worry about more pollution, we have to worry about more noise pollution. Just the quality of life will really be bad.	Keith Jensen (Elk Grove Village) p. VI-306
K-35	I believe it's time to expand air traffic in the Chicagoland area by building a new airport geared towards future needs elsewhere, such as Peotone. Also expansion of other regional airports should occur. This would spread out the air traffic, which already extremely cramped around O'Hare, making it safer (I assume) and more livable for everyone.	Georgian Kline (Medinah) p. VII-168, 169
K-36	For each airport, environmental as well as health impact needs to be fully studied and the very best layout and air traffic paths need to be decided based on these factors.	Georgian Kline (Medinah) p. VII-169
K-37	O'Hare is unbearable on certain days. You wear out from the constant bombardment of the planes and their consistency and noise. Can't have the windows open, hard to enjoy our yard and decks. This is not optimum quality of life.	Georgian Kline (Medinah) p. VII-169, 170
K-38	Your support in making certain our welfare, and the right to live peacefully in our home would be greatly and sincerely appreciated.	Georgian Kline (Medinah) p. VII-170
K-39	I am concerned about the environmental impacts. I am already subjected to the noise and pollution created by a steady stream of airplanes flying over my property. Increasing the number of flights will only create higher noise and pollution levels, with a negative impact on the health, safety, and general well being of area residents.	Ann Kuffel (Elk Grove Village) p. VII-173 Susan Kuffel (Elk Grove Village) p. VII-175
K-40	How can more flights/capacity improve our quality of life? Logic says that we will have significantly more noise, more pollution and more risk to those living in close proximity.	Walter Kurzeja (Bensenville) p. VII-369

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ID	COMMENT	COMMENTORS
K-41	Quality of life issues cannot be overlooked.	Shirlanne Lemm (President, Greater O'Hare Association) p. VII-182
K-42	It is going to change my life for the rest of my life. If we have to move we will be at least doubling our house payment. Rather than savings for retirement, I will be paying a double house payment.	Carla M. Lyons (Bensenville) p. VI-207
K-43	You are doing a wholesale destruction of neighborhoods, of people's homes, and people's lives.	Dorrie Madonna (Wood Dale) p. VI-224
K-44	I think there's a wholesale destruction of neighborhoods of people that are having to readjust their lives.	Dr. Ralph Madonna (Wood Dale) p. VI-318
K-45	We see a lot of cancer in Elk Grove Village. I have to wonder how much is caused by the polluted air we are forced to breathe.	Mrs. Teresa Maioriello (Elk Grove Village) p. VII-58
K-46	Please do not expand the airport runways. It's not needed - less people fly today since 9/11. Along with hurting my life, my home, my neighbors, this is a huge waste of money.	Mrs. Teresa Maioriello (Elk Grove Village) p. VII-58
K-47	Right now I am happy with the quality of life in the village. I fear that according to the plan, the quality of life will be much worse. I do not want to move out of a wonderful village that I have invested over twenty years of my life.	Julie Malon (Elk Grove Village) p. VII-315
K-48	This expansion is bad for me, my immediate family, and my extended family.	William Meitzlor (Elk Grove Village) p. VII-110
K-49	We have to stop talking till a plane flies over and we have lost 5 dogs to cancer over the last twenty years. We have trees and shrubs die for no apparent reason. We feel we are being forced to pay for the poison that is killing us. Our crooked politicians should find another way to line their pockets.	Mr. & Mrs. Michaels (Roselle) p. VII-13

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ID	COMMENT	COMMENTORS
K-50	Think about the long-term effect on our children – our future, their health, they will someday be our future. Health should be the one thing we all look up to.	Ruth Monteleone (Bensenville) p. VII-63
K-51	Keep our country, our area, and our homes safe and healthy.	Ruth Monteleone (Bensenville) p. VII-63
K-52	The biggest problem is the jet plane toxic hazard emission exhaust, and while it won't bother the adults too much, the kids will be getting cancer. And they're talking about double the number of flights – a faster killing of children.	Bill Morrison (Park Ridge) p. VI-159, 160
K-53	One of the Commission's main goals is to make sure that the decision makers, whether they are at the local, state or federal levels, address quality of life issues for all residents around O'Hare.	Arlene Mulder (Mayor, Village of Arlington Heights and Chairperson, O'Hare Noise Compatibility Commission) p. VII-147
K-54	A health study related to emissions from O'Hare on surrounding residents and communities is needed.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-222
K-55	There is an extremely abnormal high incidence of deaths from cancer in my neighborhood. There are at least a dozen people who currently have cancer or have died of cancer on this block. The only common thread we have is living near the airport.	Patricia A. Nelson (Des Plaines) p. VI-132
K-56	I'm aware of the high incidence of asthma in children. Air pollution, airplanes and autos provided those asthma-inducing agents in our children.	Air p. VI-132
K-57	I'm worried about the children, elderly and my neighbors getting cancer or stress-related heart attacks from this constant noise and fumes.	Patricia A. Nelson (Des Plaines) p. VI-134

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ID	COMMENT	COMMENTORS
K-58	Our kids' lives deserve to take precedence over the City of Chicago and corporate greed and construction jobs. We need someone on our side to accurately look at this problem and realize the dangers to the hundreds of thousands of people that live around this airport.	Patricia A. Nelson (Des Plaines) p. VII-135
K-59	It's a waste of our taxpayers money and harming millions of people's sleep and well-being.	No Name 1 p. VII-352
K-60	I want them to pay for my medical bills if I get asthma, lung cancer, diabetes, or high blood pressure.	No Name 2 p. VII-353
K-61	It is a health hazard for humans, birds, fish, and animals around. Do not destroy this.	No Name 2 p. VII-353
K-62	More flights, more noise, pollution, more asthma, hypertension, lung carcinoma.	No Name 5 p. VII-316
K-62.1	O'Hare airport is sacrificing these people's health.	No Name 6 p. VII-317
K-63	I am asking you to ensure a full and comprehensive study is conducted with the residents in mind and that this study take a clear look a the dangers to public health, quality of life and safety issues that an expansion of O'Hare would subject us to. I believe it's logical that this is threatened by both an increase in pollution to neighborhoods and a higher likelihood of airplane related accidents due to higher volume of traffic.	Jackie O'Connor (Elk Grove Village) p. VII-273
K-63.1	As my family continues to grow and our happiness in our home and by living in Elk Grove is paramount, I don't feel that I should jeopardize my family's joy by having to move from a community where we have established ourselves due to an unsafe and poorly reviewed airport expansion plan.	Cathy Olson (Elk Grove Village) p. VII-6

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
K-63.2	Living in here is not going to be normal and enjoyable.	Marina C. Oracion (Bensenville) p. VII-70
K-64	The quality of life for Chicago and surrounding areas is deteriorating because of the pollution from the planes.	Emily Oskin (Elk Grove Village) p. VII-25
K-64.1	I am against the O'Hare expansion because of the impact it is having on our lives.	Joe Oskin (Elk Grove Village) p. VII-24
K-64.2	Mr. Arman discussed that the impacted area will shrink overall in terms of noise and maybe pollution; but we are very concerned that our impacted area over in DuPage County will increase by about 50 percent what it is now, and we are concerned with possible health hazards, air pollution, and we are concerned also with the noise impact. It is a very, very crucial issue for us, and we expect the EIS will do a thorough analysis on both of those items, both the noise and the pollution, the air pollution.	Nick Pappas (DuPage County Department of Development and Environmental Concerns) p. VI-108
K-65	The impact of breathing and the living conditions will become atrocious because of the fumes and all the gas.	Oronzo and Concetta Peconio (Bensenville) p. VI-310
K-66	I know the impact the airport has on my quality of life. I believe that the proposed expansion will impact me more and will impact other areas in ways that we cannot predict at this point. It will be negative. It is impossible to expand without disrupting more people and more communities.	Gary Pelz (Elk Grove Village) p. VII-56
K-67	We have been impacted by noise, pollution, and oil on windows, poor quality of life when outdoors.	Arlene Peters (Bensenville) p. VII-319
K-67.1	Jet emissions contain massive amounts of carcinogens.	Dolores C. Pino (Morton Grove) p. VII-189

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
K-68	If you open your window and try to take a breath of fresh air, you smell a lot of burnt fuel in the air. I am afraid that expanding O'Hare would make that a lot worse. I think that's a health concern for the people in and around the area.	Michael Procopio (Bensenville) p. VI-266
K-68.1	Everyone in our neighborhood (Norridge and Harwood Heights) is opposed to O'Hare expansion. The present size of O'Hare already causes serious health problems. I've heard that zip codes around O'Hare have much higher percents of cancer. To expand the airport, thus allowing even more flights to take off and land (causing more air pollution) does not make any sense to people who want to stay healthy. Please refer to Park Ridge's report on this issue of pollution and health danger.	Roy and Mary Ann Provenza (Norridge) p. VII-139
K-69	We, as humans who reside near O'Hare are breathing this contaminated vapor and are subjected to cancer.	Tony Pulciani (Bensenville) – July 25, 2002 p. VII-16 Tony Pulciani (Bensenville) – August 22, 2002 p. VII-17
K-70	As far as the tax dollars, all that money from the industrial park goes to pay for the schools. If schools are suffering, that means my kids are going to suffer.	Greg Quevedo (Elk Grove Village) p. VI-172
K-71	The Village of Schaumburg wants to ensure that the quality of life and safety of our residents and businesses is maintained.	Leanne Redden (Director of Transportation, Village of Schaumburg) p. VII-4

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
K-72	We're going to do what we have to sell our homes to Chicago, not Bensenville. We have rights as Americans. I thought we lived in America and this was the land of the free. We feel like this is a Third World country where we don't have any rights. We don't have the right to talk to anybody in regards to selling our properties. On the home market, the houses are not going to sell. So the only people that are going to be able to acquire our homes are Chicago.	Rosa Rodriguez (Bensenville) p. VI-139, 140
K-73	Those with whom I live in the affected area are much younger than my age of 65 and are most concerned about air pollution, noise pollution, health, property values, desecration of ancestor's cemeteries, relocation, loss of income, and psychological damage. It is these people about whom I am concerned and willing to fight, either to maintain the status quo or prevent any expansion.	Leonard Rogus (Bensenville) p. VII-60
K-74	The basis for my opposition is creating more pollution, both in the air and on the ground, which will affect the ozone layer and this in turn jeopardizes the health of the younger generation.	Leonard Rogus (Bensenville) p. VII-61
K-75	What's happening to the ozone layer will affect the younger generations. We know already that my generation in this area, there are many with cancer, and we hope that the younger generation will not be more affected by the negative effects created by the air pollution. I hope that Senator Peter Fitzgerald and Congressman Jesse Jackson, Jr. who represent the younger generation are taken seriously since I do think that they are – they're giving the opinion of the younger generation. Now, our generation, Henry Hyde has done a marvelous job on helping as much as he can, but at the age of 78 I think that	Leonard Rogus (Bensenville) p. VI-298-300

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ID	COMMENT	COMMENTORS
	many of the people who are influential positions don't care to listen to him. I'm quite shocked that Mayor Daley who is of a younger generation doesn't take some of these things to heart, particularly listening to the voices of the younger generation whose health is a definite issue, and instead of being greedy, to take the financial and go ahead with this type of a project, it's sad.	
K-76	As recent studies have pointed out, this issue affects the health of millions of Chicago area residents, as well as the traveling public, air transport employees and our local economy.	Jack Saporito (Executive Director, Alliance of Residents Concerning O'Hare, Inc.) p. VII-143
K-77	We need a Health Impact Statement.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-239
K-78	Identify all public health problems that could occur to the population due to pollutant emissions. Provide all quantitative references used in establishing potential health problems resulting from airport/aircraft emissions.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-246
K-79	Identify and quantify general health changes. What are the risk analysis, mortality and morbidity rates?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-255
K-80	In all analysis, risk analysis should be conducted by an independent agency to determine relative increases over threshold allowances for individual residents, sensitive land uses and nearby communities, etc., in order to adequately protect health and our environment.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-260
K-81	These unhealthy and deadly impacts warrant a full environmental and public health study and adequate mitigation in order to protect human health and our human environment.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-260

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ID	COMMENT	COMMENTORS
K-82	Airports rank among the top ten industrial emissions sources, and yet they are virtually unregulated. We are extremely concerned about the serious health environment, noise and other quality of life problems that are related to air transportation.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-143, p. VII-89
K-83	Along with the noise, O'Hare aircraft operations produce massive and unusual types of air, water, noise and ground pollution, all of which are health hazardous and potentially deadly.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-144, p. VII-89
K-84	US Environmental Protection Agency 10-Mile Vicinity Cancer Study of Chicago's Midway Airport shows that in 1990 Midway contributed up to 99 percent of the total cancer cases. Studies already show strong correlation that O'Hare and its aircraft kill hundreds of people a year from cancer alone.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-144, 145, p. VII-89
K-85	I am concerned about the health of those living within a certain radius of the airport. Have any health studies been done regarding this?	Donna Sbertoli (Elk Grove Village) p. VII-272
K-86	The EIS must conduct a thorough evaluation of the potential air pollution related health risks that might result from the increased number of flights and the reconfigured runways.	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-232
K-87	The proposed south runways will destroy the quality of life in the south sections of Wood Dale and Itasca.	Hermann Schmidt (Wood Dale) p. VII-281
K-88	There would be too much pollution, which is very bad for your health.	Edward and Marianne Shad (Bensenville) p. VI-279
K-89	The program also means good news for our quality of life. By relieving flight delays and gridlock on the roads around the airport, the program will help reduce emissions.	Bob Snyder (Delta-Wye Electrical Contractors, Elk Grove Village) p. VII-188
K-90	I feel like it's going to affect the quality of my life and my	Mary Spiezio (Elk Grove Village)

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ID	COMMENT	COMMENTORS
K-91	family. Lifestyle will change for my daughter and her children. Pollution will be involved.	p. VI-260 May Spizzo (Elk Grove Village) p. VII-65
K-91.1	I am 84 years old and a very civic-minded person. I love people and hate to see our community go down the tubes.	Louis Tanner (Elk Grove Village) p. VII-36
K-92	Elk Grove was voted as the 2 nd best area in the nation to raise children. Please keep this area intact and as a beautiful haven for children.	Mrs. Terracina (Elk Grove Village) p. VII-292
K-93	Elk Grove is a family. Please consider the consequences of destroying my Elk Grove family.	Gwen Vaccarino (Elk Grove Village) p. VII-293
K-94	I have lost three neighbors to cancer, coincidence.	Norene Vacura (Bensenville) p. VII-287
K-95	I feel Bensenville has threatened us. They've made things so tough for us in the village that we can't go on with our lives. They've degraded our property values- they called us low-income people. I think the lawyers need to look at what's best for the people and not what's best for their pocket books.	Anthony J. Vecchiollo (Bensenville) p. VI-138
K-96	The expansion would take away part of my community's tax base, which will ultimately impact the quality of schools and quality of life in Elk Grove.	Barbara L. Warrington (Elk Grove Village) p. VII-82
K-97	Further expansion would only reduce our quality of life and reduce property values.	Rosaleen and Tony Waters (Elk Grove Village) p. VII-51
K-98	In August 2000, a study entitled "The Preliminary Study and Analysis of Toxic Air Pollutant Emission from O'Hare International Airport and the Resulting Health Risks Created by These Toxic Emission in Surrounding Residential Communities", raised serious issues about O'Hare as a major source of toxic emissions posing a health risk to the residents of	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VI-290, VII-131

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ID	COMMENT	COMMENTORS
	98 Chicago area communities. O'Hare targeted as the number one commercial polluter in the state and found that toxic emission from O'Hare alone create a downwind cancer risk at a high level, higher levels than published in the EPA health risks threshold reports. The seriousness of these findings require attention before any permit is issued to Chicago that will result in increased airport capacity, increased pollution, and damage to the environment.	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VI-291, VII-131, 132
K-99	In March 2002, a report entitled, "Investigation of the Cancer Incidence Rates in the Vicinity of O'Hare Airport", showed the incidence rates to be significantly higher in and correlated to the O'Hare downwind area to the northeast. Our community should not be subjected to additional toxic emissions that would come from any growth at O'Hare.	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VI-292, VII-132
K-100	Soundproofing money cannot protect my citizens from toxic emissions.	Richard Wilson (Des Plaines) p. VII-171
K-101	USEPA and Illinois EPA show that O'Hare is the state's worst polluter. Cancer, asthma and emphysema cases are on the rise and will get worse if any O'Hare expansion takes place. The proposed east-west runway that would parallel Touhy Avenue would devastate the south side of Des Plaines. Adding thousands of flights per year would make an area uninhabitable for families.	Andy Zumer (Park Ridge) p. VII-101
K-102	Millions of children will die an early death like Daley's wife will with breast cancer. But the money hungry snake doesn't care about your children's health. By his actions Daley hates your children. They are just thorns in his money making schemes for more of his snakey friends.	OMP Scoping Summary DRAFT 234

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ID	COMMENT	COMMENTORS
L. Cumulative Impacts		
L-1	FAA must consider the environmental impact resulting from physical changes, increase in the number of flights, a combination of both conditions based upon extraneous variables such as a major change to property adjacent to O'Hare that is secured for a western access road to the airport. Consider all direct and indirect variables related to the modernization.	Robert T. Howard (Superintendent, Elk Grove Township Schools) p. VII-76, 77
L-2	Some aspects of World Gateway, especially Terminal six, now appear to be on hold and could get wrapped into O'Hare modernization. The cumulative impacts of these two projects must therefore be addressed.	Howard A. Learner (Executive Director, Environmental Law & Policy Center) p. VII-192, 193
L-3	One means of mitigating cumulative environmental impacts is by acquiring the highest possible Leadership in Energy & Environmental Design (LEED) Certification. The system examines buildings in the areas of sustainable sites, water efficiency and atmosphere, materials, and resources, indoor environmental quality, and innovation and design process. The feasibility and applicability of LEED for O'Hare Modernization is demonstrated by the fact that LEED certification is being sought for Terminal Six. In fact, the LEED criteria provide some of the potential mitigation measures for energy supply impacts from O'Hare Modernization. In sum, the EIS should discuss cumulative impacts and LEED certification – ideally at the Silver level – as a mitigation measure.	Howard A. Learner (Executive Director, Environmental Law & Policy Center) p. VII-193

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ID	COMMENT	COMMENTORS
L-4	As modernization of O'Hare moves forward through the environmental process, obviously the roadways and the regional roadway system is a concern to us and what the potential secondary cumulative impacts for the roadway are going to be. That would be one of the things, one of our agency areas of emphasis that we have, is congestion, congestion mitigation, which would fall into that area.	Kevin McLaury (Federal Highway Administration) p. VI-36
L-5	The FAA must include an analysis of the OMP and the World Gateway Program in the same EIS. We believe the two actions are connected actions requiring combined NEPA review because the proposed terminal expansion has no independent justification and would not proceed without runway construction. We believe the OMP and WGP are also cumulative actions. They are similar actions meaning they have similarities that provide a basis for evaluating their environmental consequences. Cumulative impacts should address all aspects of the proposed development at O'Hare, including landside, airside, parking, access and roadway improvements, the WGP, and the interactions of each of the elements on a systematic basis.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-215, 216
L-6	I want to emphasize that we are concerned about the cumulative impacts of construction, of having those two huge projects going on at the same time in terms of noise impacts again, also congestion, pollution, and so forth.	Nick Pappas (DuPage County Department of Development and Environmental Concerns) p. VI-109
L-7	The present size of O'Hare already causes serious health problems. I've heard that zip codes around O'Hare have much higher percents of cancer.	Roy & Mary Ann Provenza p. VII-139

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ID	COMMENT	COMMENTORS
L-8	To expand the airport, thus allowing even more flights to take off and land causing more air pollution does not make any sense to people who want to stay healthy.	Roy & Mary Ann Provenza p. VII-139
L-9	What are the overall cumulative impacts of the proposed action and the consequences of the subsequent related actions?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-255
L-10	A ReCO disagrees with the scoping document section VI.3 in excluding construction, cumulative impacts and historic resources as anticipated key environmental issues. Cumulative and construction impacts are expected to be substantial and historic issues include at least the very old cemetery located to the southwest.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-239
L-11	Address the cumulative impacts - the environmental impacts, both negative and positive, of all aspects of the expansion plan, including runways, new terminals, and related surface transportation.	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-232
L-12	We believe that FAA will need to explain what the relationship between this OMP EIS and the Tier II EIS For SSA will be. Clarification is needed from FAA regarding whether the plans for the OMP have changed the scope of a possible Tier II EIS for SSA.	Kenneth A. Westlake (Chief, Environmental Planning and Evaluation Branch, US Environmental Protection Agency) p. VII-267
L-13	We believe that the FAA needs to clarify what terminal changes will be necessary to accommodate the additional flights associated with the O'Hare modernization project. We believe that terminal modifications may be considered reasonable foreseeable actions that would contribute to a cumulative impact to various resources.	Kenneth A. Westlake (Chief, Environmental Planning and Evaluation Branch, US Environmental Protection Agency) p. VII-268
L-14	We are concerned that FAA include other reasonable and	Kenneth A. Westlake (Chief, Environmental Planning and Evaluation Branch, US Environmental Protection Agency)

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ID	COMMENT	COMMENTATORS
	foreseeable projects that are related to the OMP in a cumulative impact analysis. Beyond terminal modifications, we anticipate other likely projects will be needed in order to accommodate the additional capacity that this project proposes. For example, additional roadway, freight, and commuter rail changes may be needed. It isn't clear if additional commercial and airport related operations would need to be expanded to accommodate the additional people and flights that this project contemplates.	and Evaluation Branch, US Environmental Protection Agency) p. VII-270
M-1	When does the EPA enter this process?	Paul Adlaf (Park Ridge) p. VI-369
M-2	Please keep this household aware of any changes, which should occur in our future.	Patricia Beaudoin (Elk Grove Village) p. VII-23
M-3	Additional studies need to be looked at and this expansion needs to be tabled until after this is completed. Also it needs to be done independently from the airlines or the City of Chicago. If the FAA is going to be running this, they need to do this in the open with the public fully aware of the actions procedures. Open hearings and studies made public along with the details or the studies, not just summaries and Powerpoint presentations.	Robert Bensen (Bensenville) p. VII-278
M-4	I wonder if this study has attempted to generate noise contour maps for the larger airport. If so, such maps could be useful in our attempt to predict the property value impacts of the expansion. I'd be grateful for any help you could provide.	Jan Brueckner (Professor of Economics, University of Illinois at Urbana-Champaign) p. VII-289

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ID	COMMENT	COMMENTORS
M-5	Full disclosure should be mandated immediately so that full impact of said plan may be made public and appropriate and accurate decisions reached.	Byron Chumley p. VII-303
M-6	They're not giving us the full picture of all the reconfigurations, the safety factors, the ring road, doing it as a full picture, not a piecemeal, situation. What I'm understanding and hearing is that each one is saying, "Well, that's not ours. IDOT takes care of the ring road. They'll tell us what to do." Well, then I suggest that – is that any kind of a builder gets together with the whole thing and presents a complete picture so that all the alternatives are taken into consideration at the same time.	Nancy Czarnik (Elk Grove Village) p. VI-234
M-7	How long do you think that this process will take? What affect if any would a final ruling upholding Justice Webster's decision in DuPage County, if that were somehow to happen, what effect that would have on you process even thought you're a federal body and that's a state court?	Mark Damisch (President, Village of Northbrook) p. VI-365
M-8	What is the standard that the FAA has to follow before they are willing to issue a positive EIS? What's the standard that they use that it's more probably than not that this will not have undue adverse impacts on the environment? It's within their discretion to either add more weight to the EIS statement or add more weight to facts not with an EIS statement? For example, if an FAA board member decides that the EIS statement is more important, the EIS facts maybe show a negative impact on the community, it's within the board member's discretion in terms of weighing the different factors that are given to him economic and environmental?	Mark Damisch (President, Village of Northbrook) p. VI-373, 375, 376
M-9	We are requesting that the FAA coordinate development of its	John DeLaurentiis (Deputy Executive Director,

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ID	COMMENT	COMMENTORS
	EIS for the O'Hare Modernization Program with the RTA's Alternatives Analysis for the Northwest Corridor.	Planning, Regional Transportation Authority) p. VII-178
M-10	We are seeking reaction from federal, state, and local agencies including the FAA on the modal alternatives being developed for the Northwest Corridor.	John DeLaurentis (Deputy Director, Planning, Regional Transportation Authority) p. VII-178
M-11	Urge you to publish a list of names and contacts of project managers for all elements of your project.	John DeLaurentis (Regional Transportation Authority) p. VI-113
M-12	There's a ripple effect on other potential projects. I'm sure with the process that's been established we will be able to get the type of information to coordinate the potential for our projects.	John DeLaurentis (Regional Transportation Authority) p. VI-114
M-12.1	It is difficult to give views on environmental impact without statistics.	Robert Doherty (Park Ridge) p. VII-366
M-13	At the present time, we have every reason to believe that our existing facilities are adequate to meet the expansion plans. However, we request that you included us in the review process. We would like to examine engineering plans as they become available to ensure coordination of the work with our facilities.	John C. Farnan (General Superintendent, Metropolitan Water Reclamation District of Greater Chicago) p. VII-144
M-13.1	It is my position that the FAA must consider the following as part of an environmental impact study related to the modernization of O'Hare International Airport: the environmental impact resulting from physical changes to the airport, the environmental impact resulting from an increase in the number of flights utilizing the airport, and a combination of both conditions based upon extraneous variables such as a major change to property adjacent to O'Hare that is secured for a western access road to the airport.	Robert T. Howard (Superintendent of Schools, Elk Grove Township Schools) p. VII-76

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ID	COMMENT	COMMENTORS
M-14	<p>Chicago and the FAA are asking for scoping comments on the EIS without any public disclosure of the content, timing, reports, and public input mechanisms for the combined, integrated Master Plan/EIS process. I am requesting that FAA defer the deadline for providing scoping comments on the EIS until the FAA and Chicago provide public details on the elements of the master plan and the coordination of the master planning process and give the public and affected communities an opportunity to make intelligent input in to the combined master/plan process.</p>	<p>James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-186, Craig B. Johnson (Mayor, Elk Grove Village – Submitted Statement of Congressman Henry Hyde) p. VII-127, John Geils (Mayor, Bensenville – Submitted Statement of Congressman Henry Hyde) p. VII-96</p>
M-15	<p>I am requesting that FAA and the City of Chicago provide my office and my representatives with access to all documents relating to the proposed O'Hare Modernization Program, all documents relating to the EIS and the Master Plan for O'Hare, and all documents relating to the World Gateway Program. Only by such access can we intelligently comment on the scope of the proposed EIS.</p>	<p>James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-186, 187, Craig B. Johnson (Mayor, Elk Grove Village –Submitted Statement of Congressman Henry Hyde) p. VII-127, 128, John Geils (Mayor, Bensenville – Submitted Statement of Congressman Henry Hyde) p. VII-96, 97</p>
M-16	<p>I am asking FAA for access to all documents relating to the proposed Terminal Area Forecast for O'Hare as well as documents relating to any other forecasts for O'Hare and the region.</p>	<p>James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-188, Craig B. Johnson (Mayor, Elk Grove Village – Submitted Statement of Congressman Henry Hyde) p. VII-128, John Geils (Mayor, Bensenville – Submitted Statement of Congressman Henry Hyde) p. VII-97</p>
M-17	<p>It is critically important that we have a spirit of full financial disclosure. I am requesting that the FAA and the City of Chicago make available to my staff and representatives – and the public – all documents relating to the cost and financing of the O'Hare expansion proposal including all runways,</p>	<p>James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-189, Craig B. Johnson (Mayor, Elk Grove Village – Submitted Statement of Congressman Henry Hyde) p. VII-129, John Geils (Mayor, Bensenville – Submitted</p>

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ID	COMMENT	COMMENTORS
M-18	terminals, and associated roadways of both the World Gateway Program and O'Hare Modernization Program.	Statement of Congressman Henry Hyde p. VII-98 James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-189, 190, Craig B. Johnson (Mayor, Elk Grove Village –Submitted Statement of Congressman Henry Hyde) p. VII-129, John Geils (Mayor, Bensenville – Submitted Statement of Congressman Henry Hyde) p. VII-98
M-19	The need for a transparent process. Therefore I am requesting that FAA post all written and electronic correspondence and memoranda reflecting meetings as well as data on a FAA website for this project. Similarly all computer programs and input data and analyses used in project evaluation should be available on the website.	James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-185, Craig B. Johnson (Mayor, Elk Grove Village – Submitted Statement of Congressman Henry Hyde) p. VII-127, John Geils (Mayor, Bensenville – Submitted Statement of Congressman Henry Hyde) p. VII-96
M-20	The EIS should identify and describe the costs, impacts, and alternatives of an integrated plan that identifies all the related elements, including runways, terminals and roadways necessary to achieve the 76 million enplaned passenger capacity proposed.	Harvey I. Kahler (Chicago) p. VII-320
M-20.1	Request for citizen groups and rail advocates in particular to be included in a public participation and decision-making process for O'Hare Airport planning. Request for suburban and intercity rail service coordination to be included in the scope of O'Hare Airport planning.	Harvey I. Kahler (Chicago) p. VII-320
M-21	I had requested more details regarding airport plans, particularly for the proposed runway reconfiguration and western access terminal. The omissions, or separations, of the proposed runways and western terminal in the assessment is perplexing in as much as these were announced well before the public hearing and generated much discourse.	Harvey I. Kahler (Chicago)
	O'Hare seems to be regarded chiefly as a city function much as it is its biggest proprietary cash cow. The City has defended	Harvey I. Kahler (Chicago) p. VII-321

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ID	COMMENT	COMMENTORS
	itself from any dilution of revenue and from sharing in decision-making that would the precedent. It hinders regional planning and any attempt by citizens and public interest groups to air their concerns.	
M-22	Our public voices need to be heard in developing plans for O'Hare whose impacts extend well beyond the airport, the City of Chicago, and the state of Illinois.	Harvey I. Kahler (Chicago) p. VII-322
M-23	We request immediate participation in what should be a public Master Plan process for O'Hare. We want immediate information as to: the elements of the Master Plan, the time schedule of these elements, the outputs of the Master Plan, and the requirements and opportunities for public participation in the Master Plan process.	Joseph Karaganis (Counsel to Suburban O'Hare Commission) p. VII-198
M-24	We request immediate participation in the forecasting of demand for the Master Plan and the EIS.	Joseph Karaganis (Counsel to Suburban O'Hare Commission) p. VII-198
M-25	The Master Plan process and the EIS process should be integrated as to both development of the process documents (e.g., inventory, capacity analysis, demand forecast) and opportunities for public participation.	Joseph Karaganis (Counsel to Suburban O'Hare Commission) p. VII-198
M-26	We request complete disclosure of all data, models, materials, and communication on real-time basis through a docket system covering both Master Plan, OMP EIS and other related activities. Public access should include Adobe Acrobat copies and computer data and models.	Joseph Karaganis (Counsel to Suburban O'Hare Commission) p. VII-199
M-27	We would like to participate in going through your approach to forecasting, what are the consequences of picking approach A versus approach B so that we can have a forecast that people	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pate Philip) p. VI-99, 100

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ID	COMMENT	COMMENTORS
	can rely upon. To say that we are going to select the demand forecast when none of us have seen what the options are or what the debate is about really forecloses effective public participation.	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pat Philip) p. VI-100
M-28	Are the same forecasts being used for the EIS and master plan for O'Hare? Is there a master plan for the south suburban airport? We have not had access to these.	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pat Philip) p. VI-100
M-29	The public does not have access to underlying data, calculations, assumptions, communications, and programs. We recommend that FAA develop a web docket that has all this information available.	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pat Philip) p. VI-100
M-30	None of us have seen the master plan proposal, documents, and the timeline we're inhibited in providing productive comments on the EIS scoping process without having that information out publicly. Is the master plan schedule and elements, are those going to be released prior to the September 13 th deadline so that we can try and integrate our comments?	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pat Philip) p. VI-101
M-31	The terminal design of the OMP appears to be highly contradictory and in conflict with the terminal assumptions of the WGP. Who is going to use the western terminal? How is the gate access and interchange between the western terminal and additional terminals going to go with WGP? Again no information has been provided.	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pat Philip) p. VI-104
M-32	We're asking that FAA provide immediate access to ongoing documents so that we can adequately prepare our scoping comments.	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pat Philip) p. VI-106
M-33	What is the relationship with CMT and FAA and their various sub consultants? What is their task?	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pat Philip)

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ID	COMMENT	COMMENTORS
M-34	Can the FAA consider putting the transcripts of these various meeting and any other materials that have been requested on a web page?	p. VI-106 Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pate Philip) p. VI-117
M-34.1	Why not show people what the “plans” are instead of giving it to them piece by piece?	James L. Klocek (Elk Grove Village) p. VII-22
M-34.2	The Environmental Impact Statement should identify, consider and recommend mitigation strategies that adopt best environmental practices, build upon past accomplishment, and improve the comprehensive environmental performance of the airport.	Howard A. Learner (Executive Director, Environmental Law & Policy Center) p. VII-192
M-34.3	The EIS must include a comprehensive analysis of the environmental issues of surface transportation, air quality, water quality, energy supply and use, solid waste, construction, and cumulative impacts. Well-crafted mitigation measures in these areas are environmentally sensible and economically feasible. They can help contribute to making O'Hare Airport achieve the reasonable and desirable goal of becoming the greenest airport in the nation.	Howard A. Learner (Executive Director, Environmental Law & Policy Center) p. VII-197
M-35	This whole thing has been cloaked in a great deal of secrecy. There has not been a great deal of openness as to exactly how many homes they will need to take exactly with the runways that they have planned on expanding, what kind of a buffer zone are they going to be providing, and how many additional homes will be needed to take providing that buffer zone and that safety area.	Dorrie Madonna (Wood Dale) p. VI-223
M-36	I would like to have it publicly announced when they are going to approve or disapprove any of this.	Art Markowski (Bensenville) p. VI-281

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ID	COMMENT	COMMENTORS
M-37	It sounds like we're talking three or four years before we know whether it's going to be a conducive proposal or not. So they've stirred up a lot of emotions, a lot of people way too soon.	Lucie McDaniel (Elk Grove Village) p. VI-324
M-37.1	Pollution - Will the EPA really do their job or will they look the other way after they write a few letters?	Ted Monegato (Elk Grove Village) p. VII-5
M-38	The proposed project, the alternatives to be evaluated and the environmental issues to be included in the EIS must be comprehensively scoped in order to fully evaluate the type, magnitude, and distribution of environmental impacts of the proposed OMP.	William J. Mueller (President, DuPage Mayors and Managers Conference) p. VII-201
M-39	Given the investment of public and private dollars at stake, whatever air traffic forecasts are recommended to serve, as the basis for evaluation should be available for public review and consideration prior to developing the EIS.	William J. Mueller (President, DuPage Mayors and Managers Conference) p. VII-202
M-39.1	We appreciate the FAA for its decision to involve the Village of Bensenville, Elk Grove Village, and the City of Park Ridge as cooperating agencies in the NEPA process. As neighboring communities most affected by the proposed OMP, we have jurisdictional oversight over aspects of the proposed project and unique perspectives and expertise, which the FAA must consider in this complex and potentially controversial process.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-208
M-40	The sponsor has only provided minimal information concerning its view of the project, its scope, and its justification. Without issuance of an Airport Layout Plan (ALP) or and Airport Master Plan (AMP), the physical scope of OMP is largely unknown, making it impossible for cooperating agencies and other interested parties to comment adequately on EIS scoping	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-209

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ID	COMMENT	COMMENTORS
M-41	issues.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-210
M-42	The scoping process must be reopened (if already closed) after the AMP and ALP become available. The issuance of these plans will provide substantial and previously unavailable information that will affect the scoping of the OMP DEIS.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-210, 211
M-43	Submissions and information, including not limited to draft documents, models utilized for analyses, assumptions in forecasting process, and data inputs to INM, and other significant factors that contribute to the development of major determinations in the EIS process given to FAA with respect to each element of the EIS are contemporaneously made available to cooperating agencies for their review and input. The FAA and City of Chicago should provide sections of the documents as they are completed to allow parties to accomplish simultaneous analysis and review and should not wait until the final document is completed to release it to the public. Early opportunity to review and comment on such documents should facilitate the development of the impartial balanced record that NEPA requires. There must be early participation by interested parties at all stages. We also urge that electronic documents of all project deliverables be produced and publicly available (i.e. DEIS in CD format or downloadable from Chicago EIS website).	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-211

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
	<p>the NEPA process; and assigning responsibilities among the sponsor, lead, and cooperating agencies for development of the DEIS. The review committee should include representatives of the City of Chicago, FAA, the Village of Bensenville, Elk Grove Village, the City of Park Ridge, and any other cooperating agencies who wish to assist in this process.</p>	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-212
M-44	<p>The FAA should solicit comments from cooperating agencies and the public and then distribute a draft purpose and need statement when the FAA and its consultant have completed their review. At a minimum, the sponsor and the FAA should release the documents that are being used to define and justify the purpose and need of the OMP.</p>	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-212
M-45	<p>In concert with the docket-like process, cooperating agencies should be given early and meaningful access to models, datasets, draft assumptions, and draft analyses generated by the sponsor, its consultants, or the FAA for review and comment.</p>	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-212
M-46	<p>Because the Village of Bensenville, Elk Grove Village, and the City of Park Ridge have local knowledge and specialized expertise relevant to many of the significant issues to be addressed in the DEIS, the municipalities should be assigned to draft those portions of the DEIS pertaining to potential social impacts, potential socioeconomic impacts, potential light and noise impacts, ground and air safety issues, potential Section 4(f) issues, expected cumulative impacts, other potentially applicable state and local laws and ordinances, and potential impacts on the cooperating communities and their operating budgets, including but not limited to impacts on police, fire, and emergency medical services.</p>	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-212, 213

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
M-47	We urge the FAA to remain open to the need to consider additional issues and to future recommendations and comments on how to improve the scoping and NEPA process.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-213
M-48	It is also important for the FAA and the sponsor to establish an historical overview of O'Hare's development. Past actions and statements by the FAA and the sponsor as to the region's aviation capacity needs and the roles to be played by each current or future airport must be documented. Earlier studies of O'Hare's capacity, produced by the City of Chicago, FAA, or others should be included in the record of the DEIS.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-214
M-49	The Benefit-Cost Analysis process should be integrated into the DEIS preparation process and made part of the docket for review by cooperating agencies.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-228
M-50	This must be a fair, open, transparent and objective review of the issues. This is going to be one of the more complex processes we've seen. Schedules, deadlines, things like that are going to be difficult to meet with the resources that our communities have, and it's very important for us to be able to comment in an intelligent and fair way, and we're somewhat dreading the notion of a massive set of documents suddenly appearing on our doorstep and being expected to return comments in a fairly short period.	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-88
M-51	We'd like to sit down and explore alternatives and see if there are ways in which we can make our comments more useful to the process and try to advance the process.	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-88, 89
M-52	I feel that our government is obligated to study fully the Jackie O'Connor (Elk Grove Village)	Jackie O'Connor (Elk Grove Village)

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ID	COMMENT	COMMENTORS
	impacts to residential areas when considering such significant increases in pollution due to the volumes of air traffic and subsequent outlining sources of pollution.	p. VII-273
M-53	I am asking you to ensure a full and comprehensive study is conducted with the residents in mind and that this study take a clear look at the dangers to public health, quality of life and safety issues that an expansion of O'Hare would subject us to. I believe it's logical that this is threatened by both an increase in pollution to neighborhoods and a higher likelihood of airplane related accidents due to higher volume of traffic.	Jackie O'Connor (Elk Grove Village) p. VII-273
M-54	The IDOT project that is going to so heavily impact us when they try to put in western access is not even being treated with the project that has actual – is actually being proposed to the U.S. Congress. I consider one symptom of this sham the fact that IDOT is not here. They held their public hearing in Springfield where no one is affected. They did not come here.	John O'Keefe (Elk Grove Village) p. VI-322
M-54.1	They are not telling us exactly how much area will be affected.	Joseph Oliveto (Elk Grove Village) p. VII-314
M-55	There needs to be the release of information that provides the public with detailed information, the cost for all improvements including roadways, land acquisition, and the condemnation of properties and the FAA should insist that it be done now.	Gary and Barbara Parrin (Elk Grove Village) p. VII-356
M-56	The FAA should perform or release it's preview of the Chicago plan including any issues that need to be addressed by Chicago to comply with FAA requirements such as runway lengths, extent of drop zones, environmental impacts, surface transportation access to the project, noise contours, impact on property values in communities adjacent to the airport, and	Gary and Barbara Parrin (Elk Grove Village) p. VII-356

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ID	COMMENT	COMMENTORS
	forecasting of capital, operating costs, revenues and debt service	
M-57	All issues need to be released to the public before Chicago acquires land, moves any dirt, knocks down businesses, and starts to decimate the tax base of our community.	Gary and Barbara Parrin (Elk Grove Village) p. VII-357
M-58	I and other are concerned the plan is being pushed through Congress by Senator Durbin in an effort to force such agencies as the FAA and the Environmental Protection Agency to cave in and rubber stamp a plan that has not been subject to proper scrutiny from an environmental and safety standpoint.	Norman J. Pater (Park Ridge) p. VII-79, 80
M-59	An issue of this magnitude needs to be properly documented and aired so that all affected parties can have all valid points of view recognized and compromised in the final decision.	Norman J. Pater (Park Ridge) p. VII-79, 80
M-59.1	Representatives of the City of Chicago and URS Corporation, the City's consultant on the railroad aspect of the O'Hare Modernization Program, met with Union Pacific Railroad and Canadian Pacific Railway on September 4, 2002. Based on the concept plan shown to Union Pacific on September 4, Union Pacific is of the opinion that UP's line can be relocated and UP's rail freight operations will not be adversely impacted. Additional meetings have been scheduled with UP to work out the details of the concept plan.	Michael W. Payette (Assistant Vice President, Government Affairs-Central Region, Union Pacific Railroad Company) p. VII-187
M-59.2	We have been contacted by the City's consultant. I have no doubt that we will be able to work out a realignment with them; but as of this date, we haven't sat down and worked out all the details. Union Pacific has an excellent relationship with the City of Chicago, especially through the commissioner of CDOT, and so we are on a speaking basis weekly so we don't	Michael W. Payette (Union Pacific Railroad) p. VI-112

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ID	COMMENT	COMMENTORS
	have any concerns. But as I said, a major rail line to the north will have to be realigned so it is something that will have to be addressed.	
M-60	This is an unreasonable plan and the residents have had no opportunity to express their input no have our village leaders. Please give us an opportunity to sit down and give our thoughts.	Arlene Peters (Bensenville) p. VII-319
M-61	We need to have some better input from the residents around in the community that may lose their homes and tax dollars.	Arlene Peters (Bensenville) p. VI-277
M-62	They're going to sell them a package that they cannot give them plans on, they cannot give them specifics on, they cannot even give them a price tag on, but the only thing they can give them is the assurance that you are going to buy it and your are going to pay for it as a taxpayer regardless.	Joe Polka (Elk Grove Village) p. VI-238
M-63	My administration and my staff are available to work with the FAA and others if necessary to move the Modernization Program forward.	Daniel Pritchett (Village President, Franklin Park) p. VI-364
M-64	A handshake deal, there was no plan even involved and we were never told about anything. Everything was a back-alley deal behind closed doors. Nobody was explained how it was going to affect us.	Greg Quevedo (Elk Grove Village) p. VI-172
M-65	I heard Mayor Daley seems to be the head of O'Hare Airport; whereas, in other major cities, New York, Dallas, Denver, Los Angeles, regional authorities control the airports. Why can't O'Hare have the input of those of us who are in this immediate area and not have decisions made strictly by one man?	Leonard Rogus (Bensenville) p. VI-301
M-66	I had requested a copy of the O'Hare Scoping Document. Could you e-mail it in acrobat – pdf, or MS Word.	Ross Ruthenberg p. VII-306
M-67	We are requesting a 120-day extension of the public comment	Jack Saporito (Executive Director, Alliance of

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ID	COMMENT	COMMENTORS
	period. With a 120-day extension, we believe that we will be able to incorporate all our concerns.	Residents Concerning O'Hare, Inc.) p. VII-143
M-68	The Alliance of Residents Concerning O'Hare has a vital interest in assuring that the EIS document fully complies with full disclosure, all environmental laws and regulations and all other aspects that will protect our citizens' health, safety, our environment and other quality of life issues.	Jack Saporito (Executive Director, Alliance of Residents Concerning O'Hare, Inc.) p. VII-143
M-69	The issue is extremely complex and technical and it is very important that we all respond to it in depth. The time needed, in order to do a sufficient job of reviewing and commenting, is 120 days. However, we must have at least a 90-day extension.	Jack Saporito (Executive Director, Alliance of Residents Concerning O'Hare, Inc.) p. VII-143
M-70	Requesting a 90-120 day extension of time to submit scoping comments.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-275
M-71	Have you made a decision regarding the extension request?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-280
M-72	AReCO has a vital interest in assuring that the EIS document fully complies with full disclosure, all environmental laws and regulations and all other aspects that will protect our citizens' health, safety, our environment and other quality of life issues.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-2367
M-73	AReCO has requested an extension to the September 13 filing deadline, the time allowed is wholly inadequate to do a good job of providing requested scoping information. It is in the best public interest that the FAA officially accept, consider and make part of the record any informational documents from the public during the entire EIS process period.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-238
M-74	AReCO believes that it is vital for the EIS to address all of our	Jack Saporito (Alliance of Residents Concerning O'Hare)

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ID	COMMENT	COMMENTORS
M-75	written concerns along with the concerns presented in our oral comments.	The EIS must have adequate presentation to make the data understandable to the ordinary person. It should include the ordinary and normal editorial apparatus found in government documents. All maps, charts, tables, and diagrams should be dated and captioned indicating the source, author, and specific agency from which it is derived. Citations must be given for all studies or other documents referred to in the text. In all cases where analytical studies are included or referenced, the title, date, and originator of the studies, correctly cited, should be provided and copies not contained within the covers of the EIS made available free of charge for independent evaluation by the public. Supporting documents should also be made available on the internet, preferably in Adobe Acrobat (PDF) format. One term of art in particular must be defined in this document and used consistently with the same definition, and that is the word "region." All projections and models should include a clear statement of the methodology chosen, with the rationale for choosing it provided. All actions or mitigations examined that affect the organization, policies, budgets or revenues of state, county and municipal governments, special districts and federal and state agencies other than the FAA should be discussed in detail. Because it is impossible to evaluate or comment upon average, percentage and rates without knowing the base data upon which the average, percentage or rate is based and the method of calculation, this information should be included when average, percentages or rates are given.

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ID	COMMENT	COMMENTORS
M-76	In all analysis, risk analysis should be conducted by an independent agency to determine relative increases over threshold allowances for individual residents, sensitive land uses and nearby communities, etc., in order to adequately protect health and our environment.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-260
M-77	Because commercial jet aircraft are a major cause of climate change and O'Hare operations greatly contributes to the problem, there should be a global EIS done.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-148, 149, p. VII-91
M-78	We have a vital interest in assuring that any modifications of the airport comply with all existing laws and regulations.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-151, p. VII-91
M-79	In researching the environment issue, I understand the airport does not have to meet environmental standards.	Donna Sbertoli (Elk Grove Village) p. VII-272
M-80	The data used to define noise (DNL) contours for existing conditions as well as forecasts based on the proposed new and/or required runway configuration must be readily accessible to all interested parties. The public should be given an opportunity to participate in the development and review of the models and data used to generate the noise contours and the projected noise impact area.	Robert J. Schillerstrom (DuPage County Environmental Committee, Development & Environmental Concerns) p. VII-232, 233
M-81	Why can't all of the sides that have developed this case sit down and reason this thing out? Why does it have to be my plan or no plan?	Bill Shannon (Elk Grove Village) p. VI-303
M-81.1	I'm very glad these hearings are here. Of course, I'm most concerned that the authorities will really listen to the people and will really do what the people would want.	Gregory Thorson (Board of Director, Illinois Rail) p. VI-294
M-81.2	I wanted to urge that the EIS be conducted on an expedited or streamlined basis.	John C. Tone (Denver, CO) p. VII-3

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ID	COMMENT	COMMENTORS
M-82	I would like the transportation issue to be an open forum.	Steve Unger (Elk Grove Village) p. VII-32
M-83	I take issue with the way this whole expansion project is being presented. My feeling is that not everything is being presented in a forthright manner. I don't understand how an educated decision will be made if the facts are not being brought forth.	Barbara L. Warrington (Elk Grove Village) p. VII-82
M-84	As this project progresses and planning becomes more refined and specific, we would appreciate the opportunity to work with the FAA on providing additional, more specific guidance as it relates to this project.	Kenneth A. Westlake (Chief, Environmental Planning and Evaluation Branch, US Environmental Protection Agency) p. VII-266
M-85	In order to ensure that there is ample time for our agencies to discuss relevant environmental issues before the EIS is issued, we recommend that the FAA outline to us what process the FAA will use to engage and coordinate with resource agencies.	Kenneth A. Westlake (Chief, Environmental Planning and Evaluation Branch, US Environmental Protection Agency) p. VII-270
M-86	I'd like to object to this format because I think this is a way of avoiding confrontation and/or direct interaction with the residents as well as their elected officials, and I think using court reporters does a disservice to the entire process. If these are supposed to be open hearings, they're certainly not open to anyone and there is no guarantee that any of the remarks recorded by me or anyone else will ever be reviewed, let alone taken into consideration. I think this strategy is a method to avoid dealing with the reality and the real problems and concerns of the people.	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VI-287
M-87	I would like to be fully informed with any information prior to a vote to go ahead with the expansion.	Brenda Wojcek (Elk Grove Village) p. VII-39

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ID	COMMENT	COMMENTORS
N.	Other	
N-1	Is there a statutory definition of impact area in this context? Is a certain planned area designed as part of the impact area? Who defines the impact area?	Paul Adlaf (Park Ridge) VI-368
N-2	And then they want to take over – and they're not going to be satisfied with just taking over what they want now. In the future they're going to want more and more. And I'm opposed to that.	Virginia Allen (Bensenville) p. VI-312
N-3	Oppose expansion of the Airport and the O'Hare Modernization Program.	Virginia Allen (Bensenville) p. VI-312, William Baird (Bensenville) p. VI-211, Mike Baran (Elk Grove Village) p. VII-318, Pamela Bekoleski (Elk Grove Village) p. VII-307, Jeffrey and Margaret Blick (Park Ridge) p. VII-276, Leslie A. Brace (Elk Grove Village) p. VII-297, Carl Brauweller (Park Ridge) p. VII-43, Valerie & Lawrence Brixy (Bensenville) p. VII-14, Henry Bronars (Bensenville) p. VI-197, p. VII-37, Bart K. Dill (Elk Grove Village) p. VI-191, Elsie L. Doering (Elk Grove) p. VII-145, Thomas E. Figarelli (Elk Grove Village) p. VI-235, Barb Fitzpatrick (Bensenville) p. VI-205, p. VII-360, Kathleen Hayes (Elk Grove Village) p. VI-156, Christine Hertzberg (Elk Grove Village) p. VII-284, Bob Imielski p. VII-31, Nancy L. Klaus (Bensenville) p. VII-72, Arline Klitzke (Elk Grove Village) p. VI-168, David P. and May Ann Krebs (Elk Grove Village) p. VII-2, Emerson Ladd (Elk Grove Village) p. VII-10, Kathy A. Lane (Bensenville)

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ID	COMMENT	COMMENTORS
		p. VI-261, Charles Louko (Elk Grove Village) p. VII-271, Lillian Mayer (Elk Grove Village) p. VII-66, M. Nelson (Elk Grove Village) p. VII-368, Nery (Bensenville) p. VII-68, No Name 4 p. VII-355, John O'Keefe (Elk Grove Village) p. VI-321, Marina C. Oracion (Bensenville) p. VII-69, Joe Oskin (Elk Grove Village) p. VII-24, Steve Partman (Elk Grove Village) p. VI-266,267, John Passarelli (Elk Grove Village) p. VII-310, Clyde Penicnak p.VII-305, Arlene Peters (Bensenville) p. VI-277, p. VII-319, Greg Quevedo (Elk Grove Village) p. VI-170, Leonard Rogus (Bensenville) p. VI-299, p. VII-61, Sheila Rudden-Shoney (Elk Grove Village) p. VII-49, Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VII-143, Patricia Scott (Elk Grove Village) p. VII-135, Edward and Marianne Shad (Bensenville) p. VII-278,279, F. Doyle Shea (Medinah) p. VII-164, Barbara L. Warrington (Elk Grove Village) p. VII-81, Rosaleen and Tony Waters (Elk Grove Village) p. VII-51, Donald, Nancy, Andy Zumer (Park Ridge) p. VII-99-104
N-4	I think that some of the gates which are not being used or being used in a very limited manner at the present time, especially United and probably American, that United and American should rent out these gates to the other airlines that can find prospective fliers in order to supplement their income a bit. And I think that it is an atrocity that in the original planning of the airport at O'Hare that United and American have had such	Ken Anderson (Elk Grove Village) p. VI-231, 232

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ID	COMMENT	COMMENTORS
	high dominance concerning the number of gates which they have. And I believe that it certainly adds to the high price of tickets.	
N-5	Suggest that the airlines work out an agreement that when they are flying at the same time to a similar location that if one plane is quite empty that one airline would fly the passengers from two or three airlines and give due credit to each for the number of passengers that they have on that flight.	Ken Anderson (Elk Grove Village) p. VI-232, 233
N-6	We have no problem with improvements at O'Hare as long as they remain within the current airport property.	Mary Ann Andrews (Elk Grove Village) p. VII-71
N-6.1	I have no problems with the fact that the mayor of Chicago would like to enhance O'Hare Field, remodel, whatever, as long as he does it within the confines of the property that the City of Chicago now controls. I think it's kind of Nazi-ish to go into another town or city and just take over property to fulfill the personal - or the needs of the City of Chicago, certainly not personal as far as the mayor is concerned.	Mary Ann Andrews (Elk Grove Village) p. VI-180
N-7	Support modernization of the Airport, but oppose expansion.	Karyn Bock (Elk Grove Village) p. VI-275, 276, Virginia S. Brauweiler (Park Ridge) p. VI-161, Tom Crowe (Bensenville) p. VI-248, 249, Ken and Ruth Haller (Park Ridge) p. VII-282, Georgiann Kline (Medinah) p. VII-167, Fred Larson (Elk Grove Village) p. VII-295, Dr. Ralph Madonna (Wood Dale) p. VI- 317, William Meitzlor (Elk Grove Village) p. VII-111, Oronzo and Concetta Peconio (Bensenville) p. VI-309, Leonard Rogus (Bensenville) p. VII-610, Donna Sbertoli (Elk Grove Village) p. VII-272, F. Doyle Shea

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ID	COMMENT	COMMENTORS
	(Medinah) p. VII-166, Raymond J. Strelau (Elk Grove Village) p. VII-367, Louis Tanner (Elk Grove Village) p. VI-179, p. VII-36, Robin Weaver (Elk Grove Village) p. VII-291	
N-8	I urge the FAA to do everything in their power to minimize the impact of the proposed plan.	George Andrianopoulos (Elk Grove Village) p. VII-312
N-9	I do not support expansion at O'Hare or building of the new third airport in Peotone as they will both promote gridlock and sprawl.	Reginald Arkell (Palos Park) p. VII-7
N-10	Support the O'Hare Modernization Program.	Kimberly A. Bless (President, Northwest & Schaumburg Association of Commerce and Industry) p. VII-19, Andrew J. Costanza p. VII-304, Lillian Gardner (Bensenville) p. VII-29, Raymond J. Gibbons (President, National Air Traffic Controllers Association, Local C90) p. VII-163, Charles E. Glomski (Elk Grove Village) p. VII-86, Daniel Pritchett (Village President, Franklin Park) p. VI-362, Rosa Rodriguez (Bensenville) p. VI-139, Gerald J. Roper (President and CEO, Chicagoland Chamber of Commerce) p. VII-44, Jeffrey T. Sherwin (Mayor, City of Northlake) p. VI-370, p. VII-333, Jeffrey T. Sherwin (Mayor, City of Northlake - Resolution No. R-16-2001) p. VII-336, Bob Snyder (Delta-Wye Electrical Contractors, Elk Grove Village) p. VII-188, Anthony J. Vecchiollo (Bensenville) p. VI-137, John A. Williams (Elk Grove Village) p. VII-300, Larry and Carole Zerwas (Elk Grove Village) p. VII-285
N-11	For the past 20 + years the people of Illinois have elected	Jeffrey and Margaret Blick (Park Ridge)

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ID	COMMENT	COMMENTORS
	Governors that have been against O'Hare expansion, including the current Governor George Ryan. For whatever reason he changed his mind, without consulting the people of Illinois, to support the O'Hare expansion.	p. VII-276
N-13	The Program should continue to establish jobs for the council of Northwest Illinois District Council of Carpenters and also to expand the horizon of the Federal Aviation Administration's attempts to create a greater airport facility.	Ian K. Clark (Park Ridge) p. VII-11
N-13.1	I don't like the fact that government, either city, state, or Federal can condemn homes to satisfy their needs.	Joyce Decker (Elmhurst) p. VII-190
N-13.2	The plans that we have are incomplete. But nonetheless, if that's all we've got, this is why we're doing what we're doing to try to get improvements, but we're not going to affect the community as much as what we know.	Bart K. Dill (Elk Grove Village) p. VI-191
N-14	Please do whatever to minimize the impact on our community and our surrounding sister city community.	Bart K. Dill (Elk Grove Village) p. VI-191, 192
N-15	FAA has sided with Chicago. Modernization is an editorial word. Who could be against it? This is an O'Hare expansion program.	Robert Doherty (Park Ridge) p. VII-366
N-17	We need an O'Hare Airport Authority to operate the Airport.	Robert Doherty (Park Ridge) p. VII-366
N-18	We need a better rail system. Department of Transportation should work on it.	Robert Doherty (Park Ridge) p. VII-366
N-19	There are too many minuses to suggest this expansion go forward. These projected runway additions will take 10 years at least, causing more airline delays, unhappy passengers, and using federal and state money needed elsewhere.	Carol Elinert (Des Plaines) p. VII-180

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ID	COMMENT	COMMENTORS
N-20	I feel the airport should not be expanded, maybe improved by one runway, because the economy at this point cannot support it. Depressions last between 10 and 15 years. We've just entered a depression, which is 10 to 15 years in the future. All Richard Daley's projects double the amount of money for which he forecasts. This economy is in terrible trouble because of corporations and the government. It's in the worst shape in the history of the union. It is ludicrous to spend this money.	Mark H. Evans (Elk Grove Village) p. VI- 254
N-21	The computer systems that operate at O'Hare presently, August 2002, are still not the best in the world. They easily could be modernized and help air travel at least 20 percent, if all technology was implemented. The ground facilities of O'Hare could be modernized at present state, could be increased, modernized, to be efficient, more efficient, 20 percent. That's a 40 percent increase. But bottom line, other airports cause the trouble at this airport. On a 100 percent scale of what is the problem with O'Hare, 40 percent is other airports in trouble delivering airplanes here, 20 percent is O'Hare, and the other 40 is weather in the vicinity. Also part of that 40 percent is inefficiencies with the communications/transportation system.	Mark H. Evans (Elk Grove Village) p. VI- 257, 258
N-22	O'Hare needs to be deregulated, more efficient, smaller airplanes flying around the world. You don't need half-loaded aircraft and flights running every day. Deregulation of O'Hare will modernize the airline industry.	Mark H. Evans (Elk Grove Village) p. VI- 258
N-23	Please consider the impact on the surrounding suburbs.	John Ewald (Elk Grove Village) p. VII-371

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ID	COMMENT	COMMENTORS
N-24	The FAA people at the meeting said the big commercial planes are not dependent on talking off and landing into the wind. If that is so, why not rotate the design so those long runways go north and south, with other appropriate adjustments.	Ann Finney p. VII-288
N-25	Our neighbors are planning a class-action lawsuit now because we can't sell our homes now or later even if you don't take our property for the expansion.	Barb Fitzpatrick (Bensenville) p. VII-361
N-26	It would be a travesty if parochial interests dictate the fate of the O'Hare Modernization Program. Politically connected mayors in the northwest suburbs have been doing everything in their power to stymie economic progress. I urge the FAA to look past these actions and carefully review the program on its own merits.	Herbert E. Gardner (LaGrange Park) p. VI-121, 123
N-27	Without adequate controller resources at Chicago TRACON, the intended benefits (delay reduction, cost savings, increased efficiency), of this or any O'Hare modernization plan are unattainable. In order to utilize the additional tools provided in the modernization plan we need to adequately staff this facility and we need to start now.	Raymond J. Gibbons (President, National Air Traffic Controllers Association, Local C90) p. VII-17
N-28	We get all the negative impact of it and no benefits	Sally Grace (Bensenville) p. VI-316
N-29	I love living close to the airport, but I don't want the airport living in my back yard.	Gail Hall (Elk Grove Village) p. VI-177
N-30	I'm very concerned about the continued monopoly at O'Hare by United and American. This is raising fares and hurting competition particularly for Northwest and others.	Ken and Ruth Haller (Park Ridge) p. VII-283

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-30.1	My concern is the fact that the expansion is unnecessary. The industry is contracting, as everybody sees. If expansion is necessary, why not try a field that is not as landlocked as O'Hare.	Kathleen Hayes (Elk Grove Village) p. VI-156
N-31	World Gateway and proposed runway expansion have given projected time frames of the year 2005 for construction to begin, yet construction began three months ago at the northwest corner of Mount Prospect Road and Touhy. Construction has begun, and anyone who doesn't think it has is a fool. My question is where are the funds coming from, and aren't they in violation of many court orders?	Kathleen Hayes (Elk Grove Village) p. VI-157, 158
N-32	The children and staff of School District 59 are impacted daily by environmental conditions related to the operations of O'Hare.	Robert T. Howard (Superintendent, Elk Grove Township Schools) VII-76
N-33	It is difficult to find clear answers to questions related to the proposed expansion of O'Hare. What will be the impact on the environment as a result of the modernization?	Robert T. Howard (Superintendent, Elk Grove Township Schools) p. VII-76
N-34	FAA must consider the environmental impact resulting from physical changes, increase in the number of flights, a combination of both conditions based upon extraneous variables such as a major change to property adjacent to O'Hare that is secured for a western access road to the airport.	Robert T. Howard (Superintendent, Elk Grove Township Schools) p. VII-76
N-35	Where is the O'Hare Master Plan and where is the coordination between the O'Hare expansion EIS and the O'Hare Master Plan?	James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-185, Craig B. Johnson (Mayor, Elk Grove Village – Submitted Statement of Congressman Henry Hyde) p. VII-127, John Geils (Mayor, Bensenville – Submitted Statement of Congressman Henry Hyde) p. VII-96

**TABLE 10
COMMENT SUMMARY**

ID	COMMENT	COMMENTORS
N-36	There is a questionable financial basis for the O'Hare expansion proposal. Financial feasibility goes to the heart of the EIS/Master Plan process.	James Johnson (Bensenville, Interim Village Manager, Speaking on Behalf of Congressman Henry Hyde) p. VI-188, 189, Craig B. Johnson (Mayor, Elk Grove Village -Submitted Statement of Congressman Henry Hyde) p. VII-128, 129, John Geils (Mayor, Bensenville - Submitted Statement of Congressman Henry Hyde) p. VII-97, 98
N-38	Whole towns and churches and schools have been taken for airport expansion?	Rich Johnson (Bensenville Park District) p. VI-371
N-39	The potential convenience and economy of a single, coordinated multi-modal transportation center for the region is the chief reason for my support for expanding air travel capacity at O'Hare. Unlike Peotone, O'Hare is surrounded by rail lines that extend across the region in all directions.	Harvey I. Kahler (Chicago) p. VII-320
N-39.1	The airlines at O'Hare are a big monopoly, and with their fares being very high compared to airlines that fly out of Midway, which are almost a quarter to half the cost flying out of O'Hare.	Tyrone Kalogeresis (Bensenville) p. VI-273
N-39.2	I think that the plan that Governor Ryan and Mayor Daley proposed was very politically motivated. Basically they were looking forward just for their own pockets and the protections of their union cronies on both sides, Republican and Democrat.	Tyrone Kalogeresis (Bensenville) p. VI-273

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-40	<p>There is no deal whatsoever if it's not written on paper. If I'm not mistaken, there is a state law that says any kind of deal between two parties must be written and informed. The process they are going through in Congress is an illegal attempt to surrept (sic) the powers of the governor and the state legislature and to take away the rights that belong for the airport here. And what the Congress of the United States is trying to do is surrept (sic) that power and take it away from the state. That law hopefully will be proven unconstitutional by the Supreme Court of the United States.</p>	Tyrone Kalogeresis (Bensenville) p. VI-273, 274
N-41	<p>Is there a timeline? You've indicated a process or a line of milestones with regard to the EIS-related documents. We're wondering if there's a similar set of milestones with regard to master planning documents and how they will be integrated into the EIS process? There's not a flow chart showing the relationship between the EIS documents and the master planning documents? Do you have any kind of indication as to how they would interrelate?</p>	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pate Philip) p. VI-77, 78
N-42	<p>The OMP and WGP involve heavy components of airline funding, where is the funding going to come from?</p>	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pate Philip) p. VI-103
N-43	<p>What is the baseline project we're working for? Is the WGP the baseline?</p>	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pate Philip) p. VI-103
N-44	<p>A need for a comprehensive plan. Midway growth is likely to exhaust the capacity of that airport within the timeframe of the EIS of this document let alone the construction of this project. Where does the excess Midway traffic go?</p>	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pate Philip) p. VI-104

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-45	Are we building capacity for United or whatever successor corporation pick ups United, or are we building capacity for the region?	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pate Philip) p. VI-105
N-46	The historical competition problems that have existed and the opportunities for new competition do not appear to be addressed.	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pate Philip) p. VI-105
N-47	What are the terms of the historic agreement?	Joseph Karaganis (Village of Bensenville, Park Ridge, and Elk Grove and for Senate President Pate Philip) p. VI-106
N-50	For each airport, environmental as well as health impact needs to be fully studied and the very best layout and air traffic paths need to be decided based on these factors and not solely on how many airplanes can we fit into a single airport.	Georgian Kline (Medinah) p. VII-169
N-51	O'Hare impacts many other people and towns, it should no longer be run by Chicago and its mayor. O'Hare needs to become a regional airport with regional transportation, before anything else about it is decided.	Georgian Kline (Medinah) p. VII-170
N-52	Why should Chicago be allowed to dictate that we have to not sleep at night, that we can't have our homes, and that we cannot have businesses? Why are we under a dictatorship?	Arlene Klitzke (Elk Grove Village) p. VI-169
N-53	This is not a plan it is a concept without a feasibility study, a cost estimate, a preliminary layout and time schedule. It is a politically activated scheme to acquire suburban property without due process. How can Chicago take properties in Des Plaines, Elk Grove and Bensenville without due process?	William C. Klitzke (Elk Grove Village) p. VII-308

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-54	Where is the money coming from? The airlines because of their finances are recanting their commitment to providing financial aid. The taxpayers will then bear the brunt of the cost (when we find out what it is).	William C. Klitzke (Elk Grove Village) p. VII-308
N-55	Why is the City acquiring land when the environmental study/impact has not been completed?	Walter Kurzeja (Bensenville) p. VII-369
N-57	Why don't we have knowledge of the full plan? Doing this piece just adds stress, confusion and negative feelings.	Walter Kurzeja (Bensenville) p. VII-369
N-58	The FAA is not really concerned with negative impacts on the social or natural environment and the effect if has on peoples lives.	Philip M. Lacivita (Bensenville) p. VII-138
N-58.1	I support modernization of O'Hare but not at the price of removing families from houses. Let's all remember what the true American Dream is, owning your own home. It's easy for people who have the financial support and do not live in Elk Grove, Bensenville or Des Plaines to make decisions that do not affect them.	Fred Larson (Elk Grove Village) p. VII-295

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-59	The modernization of O'Hare Airport is a positive step for the Chicago metropolitan region because it provides valuable opportunities to make O'Hare more efficient, convenient, economical, and aesthetically pleasing. There is also another opportunity here: to make O'Hare a model "green airport" consistent with Mayor Daley's effort to make Chicago the "greenest city in the nation." There are several areas that are likely to be the most heavily impacted by O'Hare modernization and provide the greatest opportunity for improved environmental performance through mitigation measures, which warrant particular attention in the EIS, including: social impacts – surface transportation, air quality, water quality, energy supply, cumulative impacts, construction impacts, and solid waste impacts.	Howard A. Learner (Executive Director, Environmental Law & Policy Center) p. VII-192
N-60	There is no extra land to use for building here. Never should we move cemeteries, move factories, go to vacant lands to expand.	Charles & Alice Louko (Elk Grove Village) p. VII-20
N-61	Let us vote who live in the community.	Charles & Alice Louko (Elk Grove Village) p. VII-20
N-62	I oppose the City of Chicago taking my home when I have no wish to move or sell. I'm concerned about economics of my property. I'm concerned about the infringement upon my rights as a property owner and as a citizen.	Daniel J. Lyons (Bensenville) p. VI-175
N-63	The O'Hare traffic control computer in Aurora died about 2 years ago. Has it been replaced?	William Meitzlor (Elk Grove Village) p. VII-108
N-64	United is broke. How can they pay for this grandiose expansion?	William Meitzlor (Elk Grove Village) p. VII-109

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-64.1	We realized we were going to raise our family and plants our deep deep family roots in Bensenville. We also were completely aware of the fact that the airport was just south of us. This situation now is we feel that is an underhanded sneaky shot at many of the surrounding villages.	Lucia Meltz (Bensenville) p. VII-34
N-65	When they complete the plan and the planes start landing on those parallel runways and there's a weather front that comes through, it could cause some catastrophic collisions and deaths. So at that time they'll talk about changing it back to where it is now for \$16 billion more - \$32 billion to get back where we are now?	Bill Morrison (Park Ridge) p. VI-158, 159
N-66	O'Hare plays an important role both as a national and international transportation facility and a regional economic engine. As with any airport, O'Hare periodically needs modernization, however the anticipated benefits of such a proposal should outweigh its overall costs.	William J. Mueller (President, DuPage Mayors and Managers Conference) p. VII-202
N-67	We disagree with the FAA's determination that WGP is not a segment of the OMP. The sponsor still asserts that the WGP is part of the City of Chicago's immediate plans; unless and until the WGP is withdrawn, it must be treated as a proposed project.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittmanLLP and Karaganis & White Ltd.) p. VII-214, 215
N-68	We urge the FAA to include WGP and OMP in the project overview, in the impact analysis, in its consideration of alternatives, and particularly in the cumulative impact section of the DEIS.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittmanLLP and Karaganis & White Ltd.) p. VII-216

**TABLE 10
COMMENT SUMMARY**

ID	COMMENT	COMMENTORS
N-69	<p>Because of the pivotal importance of O'Hare to the National Airspace System (NAS), all aspects of the proposed OMP must be examined from a local, regional, and national perspective. Computer simulation and modeling must be conducted to determine adverse impacts on the NAS for the OMP and each of the alternatives examined. The analysis should include simulation and modeling of the effect on traffic delays of the loss of the two current northwest-southeast runways and a discussion of the new east-west runway traffic flow effects on Chicago area airports and potential departure delays at other airports with flights destined for O'Hare or over-flying Chicago airspace. There should be case studies prepared and modeled to show air traffic airspace impacts particularly concerning periods of severe weather. There needs to be detailed analysis to determine if the realigned runways will cause crosswind-component problems for the type and class of aircraft using O'Hare.</p> <p>Runway Incursion Reduction Plans should be prepared. There must be careful simulation and modeling of out-to-off times for taxiing aircraft. There should be Part 77 obstruction analysis. The DEIS must discuss the impacts on controller and flight crew human factors during the long and complex construction. The analysis must include a description of the FAA plan and timeline for air traffic staffing, training, and equipment installation, instrument approach procedure development, and coordination with air traffic and airway facilities unions.</p>	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (Shaw Pittman LLP and Karaganis & White Ltd.) p. VII-216-218

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-70	The record should include: a discussion of OMP consistency with local plans and ordinances; an explanation of what legal means will be used to acquire the property needed for expansion; quantified economic analyses of O'Hare's impact on land values, tax base, and the ability of the neighboring communities to provide public services; and impacts on community parks, community centers, historical buildings and structures, cemeteries and other land uses with sensitivity to noise.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-219, 220
N-71	The analysis of potential construction impacts will require enhanced scrutiny.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-225
N-72	Emergency response capability will be affected by construction and final operation.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittman LLP and Karaganis & White Ltd.) p. VII-226

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-73	The potential impacts during construction will influence every aspect of O'Hare's operation and efficiency and will cause significant impacts to the National Airspace System. The construction analysis must address conformance with applicable regulation, standards for specifying construction of airports, permits/certifications, noise and vibration, air quality, water quality, solid waste/hazardous materials, wetlands, wildlife, cultural resources, social and socioeconomic impacts during construction. The analysis must include a description of what changes will be made to air traffic patterns and routes during and after construction. The analysis must include a description of the provisions being made for the introduction of new large aircraft.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittmanLLP and Karaganis & White Ltd.) p. VII-226
N-74	FAA should identify all permits, certificates and other local, state, and federal government approvals that are expected to be required for the OMP.	J.E. Murdock III, Esq., Robert E. Cohn, Esq., Joseph Karaganis, Esq. (ShawPittmanLLP and Karaganis & White Ltd.) p. VII-227
N-75	We think the statutory language needs to look at a broader term impact and time and much more geographically diverse, a much more regional approach.	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-90
N-76	Whatever action must be contemplated must minimize current and projected impacts.	Sandy Murdock (Village of Bensenville, Elk Grove Village, and the City of Park Ridge) p. VI-97
N-77	I don't believe the proposed Chicago plan is safe environmentally.	M. Nelson (Elk Grove Village) p. VII-368
N-78	I'm asking the FAA to take a serious independent and un hurried look at the environmental havoc that the expansion will have on the surrounding suburbs.	Patricia A. Nelson (Des Plaines) p. VI-124, 125

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-79	We can't even consider the environmental impact because the Mayor won't modify the plan. The airlines don't want the Gateway plan. Where are they going to get the money? The plan needs scaling down. It needs a serious reality check, and the FAA is the only one that can do that vis-à-vis this environmental plan.	Patricia A. Nelson (Des Plaines) p. VI-125, 126
N-80	The biome around O'Hare is in serious trouble, and we are the endangered species, the people that live around here.	Patricia A. Nelson (Des Plaines) p. VI-127
N-81	Consultants bring in large maps of supposed improvements they nicely crop off the north end of the map so that you cannot see the direct green space and housing population and schools and churches that are less than a mile north of Touhy Avenue.	Patricia A. Nelson (Des Plaines) p. VI-131
N-82	School, fire, police are 3 strong points to Elk Grove Village. We will lose that trust, safety, and smartness when we have to cut them back.	Ken Niven (Elk Grove Village) p. VII-191
N-83	I feel it is a sham to split these things as if they were individual projects.	John O'Keefe (Elk Grove Village) p. VI-321, 322
N-85	Please think of what is going to be the result before deciding on behalf of many concerned residents.	Marina C. Oracion (Bensenville) p. VII-70
N-86	A full FAA cost/benefit and cost/need analysis should be done on the Chicago proposal including feasibility study and then compare that information to the South Suburban Airport plans.	Gary and Barbara Parrin (Elk Grove Village) p. VII-356
N-87	The FAA should relate the cost for the Chicago plan to the costs that will be imposed on the passengers using O'Hare and then compare those costs to other airports.	Gary and Barbara Parrin (Elk Grove Village) p. VII-357
N-88	The FAA should determine the most cost-effective way to build capacity in the region as part of its review of the Chicago plan to get the best return on the expenditure of public funds.	Gary and Barbara Parrin (Elk Grove Village) p. VII-357

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-88.1	<p>Chicago's interest in expanding the airport is strictly financial. When they had the opportunity to expand it at Lake Calumet, they were more than willing to build an airport on the South Side. When that was turned down by I believe the EPA, they then became opposed to a South Side airport and decided that the best way to increase their earnings was to increase O'Hare Airport. It's obvious that a city the size of Chicago needs another airport, but it needs it in a different part of town.</p>	<p>Steve Partman (Elk Grove Village) p. VI- 267</p>
N-89	<p>At this time, we believe that the relocation of our rail line, made necessary due to the O'Hare modernization Program, will not adversely impact Union Pacific or UP's freight rail customers, if the relocation is pursuant to a concept plan shown to us by the City of Chicago and URS Corporation on September 4, 2002. If the relocation concept plan were to materially change, then Union Pacific would have to reassess its position as to the impact.</p>	<p>Michael W. Payette (Assistant Vice President, Government Affairs-Central Region, Union Pacific Railroad Company) p. VII-186, 187</p>
N-89.1	<p>I cannot be at the meeting on the 22nd to express my anger and outrage. If Chicago wants to demolish whole neighborhoods, they have plenty of their own to tear down.</p>	<p>Clyde Penicnak p. VII-305</p>

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-89.2	The politics of it is destroying this nation. I don't mean to sound like a crackpot or anything, but it really is. I mean, George Ryan used to be on our side a hundred percent. Well, boy, the politicians brought him back in line. He got a knife in his back the size of a meat cleaver. Mind you, it was meat cleaver. But the savings and loan debacle, strange it came up not too long after he got onto our side. All of a sudden, Mr. Ryan's in deep trouble. What happens? He gets back in line behind Mr. Daley and they're off and running in bed together and its - its going to give this City and this area this - you know, machine politics. Daley politics as usual.	Joe Polka (Elk Grove Village) p. VI-238, 239
N-89.3	I would like to express my opinion with regard to the O'Hare expansion. But, first of all, I would like to publicly thank Senator Fitzgerald and Congressman Hyde for being the only two or few good men that have tried to help the little people of this area.	Joe Ponko (Elk Grove Village) p. VI-308
N-90	My family and I are opposed to the expansion. The impact on this area would be devastating. What gives Mayor Daley the right to take our homes and businesses away from us? Modernize not expand O'Hare and build the third airport down in Peotone. Give people down in that economically depressed area jobs and economic growth.	Claudine Quevedo p. VII-184
N-91	How can we stop the Chicago Mayor and Government from coming to our village and telling us what they need? Is this legal?	Leslie M. Quevedo (Elk Grove Village) p. VII-137
N-92	We want to ensure that any development at O'Hare incorporates appropriate flight patterns that are compatible with land uses and avoids residential areas.	Leanne Redden (Director of Transportation, Village of Schaumburg) p. VII-4

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-93	Concerned about emissions from the construction and operation of the future airport, including oxides and carbon monoxide, other pollutants that we get from the aircraft, from the roadway, from construction, and the timeframe so we know what's happening in 2010, 2015, on out into the future. I'm sure you will address thoroughly concerns about carbon monoxide emissions at local intersections that will be redone.	Mike Rogers (Illinois Environmental Protection Agency, Air Quality Planning) p. VI-38
N-94	Those with whom I live in the affected area are much younger than my age of 65 and are most concerned about air pollution, noise pollution, health, property values, desecration of ancestor's cemeteries, relocation, loss of income, and psychological damage. It is these people about whom I am concerned and willing to fight, either to maintain the status quo or prevent any expansion.	Leonard Rogus (Bensenville) p. VII-60
N-94.1	We really appreciate all you have done to tone down this O'Hare expansion. Please continue the good work, as it is really appreciated.	Ann and Bob Rose (Elk Grove Village) p. VII-294
N-94.2	I feel that it is unfair to expand the airport – we moved here with the understanding that O'Hare would remain as it is. This is really a nightmare.	Sheila Rudden-Shoney (Elk Grove Village) p. VII-49

**TABLE 10
COMMENT SUMMARY**

ID	COMMENT	COMMENTORS
N-95	We question how any decision can be made or how this environmental process can even begin since the plans for the OMP are not complete. There is no O'Hare 20-30 year plan, no Master or Development Plan and/or Airport Layout Plan; there is only a concept. The FAA therefore is remiss by asking the public to provide scoping inputs to an EIS process, without officially and legally providing the basis for those requested inputs. AReCO believes that this action is a subversion of the normal EIS process and violates the National Environmental Policy Act that governs this process.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-238
N-96	The airport modernization concept is of such a scale that, for all practical purposes, it's a brand new airport. We expect the FAA to fully reevaluate this massive environmental destruction as due to a proposed new airport, not a modification of an existing one.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-238
N-97	The degradation will not only impact those living within a 15 mile radius but will extend to 30 miles to include areas such as Waukegan, into Wisconsin to Milwaukee, and Lake Michigan into the State of Michigan, affecting the coastal area extending from the southern boundary north to Ludington and including Kalamazoo and Grand Rapids.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-238
N-98	AReCO disagrees with the scoping document section VI.3 in excluding construction, cumulative impacts and historic resources as anticipated key environmental issues. Cumulative and construction impacts are expected to be substantial and historic issues included at least the very old cemetery located to the southwest.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-239

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-99	AReCO opposes the use of any or all-categorical exclusions as they will minimize the effects of airport and aircraft operations and tend to segmentize the project(s). All Airport and aircraft operations and structures both on and off airport property must be considered as an aggregate.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-239
N-100	Identify and qualify all past agreements in affecting any community(s) whether formal or informal.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-245
N-101	Identify, describe and quantify all Superfund sites related to all operations both on and off airport property including privately owned.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-253
N-102	Identify those animals affected by air and ground emissions caused by airport operations?	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-253
N-103	Identify and quantify all related construction, including expansion segmentation, and its impacts. Quantify construction emissions and effects on the environment.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-254
N-104	Identify and quantify aircraft washing.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-256
N-105	Identify and quantify radioactive materials.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-256
N-106	Identify and quantify all items incinerated.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-256

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COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-107	Identify and quantify all tourists' emissions.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-256
N-108	Identify and quantify conformity issues.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-256
N-109	Identify all extraordinary circumstances.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-256
N-110	Identify and quantify aircraft painting, ground vehicle painting, cleaning of components, fire suppression systems, air conditioning and refrigeration systems, electric vehicles and units.	Jack Saporito (Alliance of Residents Concerning O'Hare) p. VII-257
N-111	At least several hundreds of thousands of Chicago area residents oppose O'Hare expansion.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-141, p. VII-88
N-112	There is no O'Hare 20 to 30 year plan, no master or development plan and/or no airport layout plan. This Daley-Ryan deal that is not written down is only a concept. How can the FAA ask the public to provide scoping inputs to an EIS process and how can the EIS process even proceed? This exercise violates the National Environmental Policy Act. Is the exercise anything more than a public relations stunt for Senator Durbin's expansion bill?	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-142, 143, p. VII-88
N-113	We expect the FAA to review this massive environmental destruction as due to a proposed new airport, not a modification of an existing one.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-145, p. VII-89

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-113.1	The O'Hare Expansion plan places reported back-room deals above our health and that of our children's health and future. The politically connected pushing O'Hare Expansion are acutely aware of the damage it does, and that is why they have introduced the Ryan-Daley deal and the language with the associated case law that will take away the meager protections that do exist.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-149, 150, p. VII-91
N-114	Protect our children from airport child abuse, protect our communities, safeguard our lives and future and defeat the O'Hare Expansion plan and support better alternatives.	Jack Saporito (Alliance of Residents Concerning O'Hare, Inc.) p. VI-151, p. VII-92
N-115	I do not understand how the City of Chicago can condemn property outside of the Chicago city limits. Most of this destruction is in DuPage County. How can they come into our county and do this? How can Congress even consider legislation that "federalizes" a local project for one airport? That sounds unconstitutional to me.	Hermann Schmidt (Wood Dale) p. VII-281
N-116	After years of watching other cities improve their airports and reap the benefits, I am glad that O'Hare is finally on track to solidifying its position as the nation's hub. By improving O'Hare, we build on our existing resources. This is the most efficient, and I think environmentally sound way to improve our transportation system.	Monte Sellers (Arlington Signs & Banners) p. VII-181
N-117	I would be really concerned or interested in what the current environmental impact at O'Hare already has on the surrounding communities.	Bill Shannon (Elk Grove Village) p. VI-304

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-118	The entire airport solution should be placed under a regional control. The fact that the Mayor of Chicago wants to expand an airport he controls, by taking suburban land is frustrating. Note he has not tried to expand Midway. If he tried to knock down rows of homes around Midway he may lose an election! Those of us in the suburbs are facing a classic “taxation without representation.	F. Doyle Shea (Medinah) p. VII-165, 166
N-119	The modernization of O'Hare is “smart growth” at its best – upgrading an existing facility to maximize its full potential rather than encouraging more urban sprawl with the construction of an airport on farmland.	Jeffrey T. Sherwin (Mayor, City of Northlake) p. VII-333
N-120	I hope that Chicago will get the expansion and they also will get to buy the homes, and I'll be the first one in line to sell my home. I'll even talk my neighbors into the plan. I would appreciate it if the City of Chicago would buy it as quick as possible.	Richard Soline (Bensenville) p. VI-165, 166
N-121	There is no room for expansion as far as O'Hare goes. I think that we're perfectly satisfied the way it is. I don't like to see people driven out of their homes.	Louis Tanner (Elk Grove Village) p. VI-178
N-122	I am stating for the record that I am a homeowner who is for O'Hare expansion.	Timothy A. Taylor (Bensenville) p. VII-74
N-123	I'm not against Bensenville. I'm against the stifling of my fundamental right as a homeowner to sell my property to whomever I chose.	Timothy A. Taylor (Bensenville) p. VII-74

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-123.1	I don't know what the answer is, but I don't think the politicians are working hard enough to relieve the problem, especially in Chicago. If Daley spent as much time repairing the schools as he is trying to push the airport, they'd have some beautiful schools. But I guess there's no money to be made in the schools, so he's working on the airport.	Ron Tuozzo (Elk Grove Village) p. VI-321
N-124	Mayor Daley says he has the "Right of Eminent Domain." But my rights along with every other citizen have our constitutional rights. By way of our citizenship, we have the rights of life, liberty and pursuit of happiness.	Norene Vacura (Bensenville) p. VII-287
N-125	I also have serious concerns regarding our legislators passing bills when they lack the knowledge to make an educated decision. These men have no idea what this area is like, what it takes to make an airport or airplane safe. Their only concern is how if affects them personally or in the polls. The congressmen should not be the ones making the decision on O'Hare expansion. If the recent "fast track" vote in the House of Representatives is any indication of the amount of consideration involved, we are in serious trouble. Our skies won't be safe.	Barbara L. Warrington (Elk Grove Village) p. VII-81, 82
N-126	We encourage FAA to thoroughly characterize the existing situation at O'Hare, including airport operations and aircraft operations, as well as the natural and built environment. This information will be important to see a baseline from which future operations can be compared.	Kenneth A. Westlake (Chief, Environmental Planning and Evaluation Branch, US Environmental Protection Agency) p. VII-268
N-127	The impact on the environment will obviously be double what it is now.	Marian Werner (Park Ridge) p. VII-141

TABLE 10
COMMENT SUMMARY

ID	COMMENT	COMMENTORS
N-128	I agree with the Suburban O'Hare's plan to modernize the Airport's facilities and to reasonable expansion of those facilities and modernizing of the facilities. Cannot agree to a plan, which intends to increase air traffic from the current number of about 930,000 to 1,600,000 flights a year.	Ronald W. Wietecha (Mayor, City of Park Ridge) p. VI-288, 289
N-129	Expansion would mean inadequate environmental buffers and reduced FAA safety zones and is not acceptable.	Richard Wilson (Des Plaines) p. VII-172
N-130	Adding thousands of flights per year would make our area unbearable for families. Any expansion will have a negative impact on the surrounding environment.	Richard Wilson (Des Plaines) p. VII-172
N-131	There is little doubt that O'Hare plays a major role in the through flow of national air traffic. For this reason alone O'Hare must be continually upgraded and improved to ensure the efficiency of overall air traffic flow.	Robert Yee p. VII-302
N-132	O'Hare is for the financial profit of the Chicago snakes only. Snakes don't belong in the suburbs.	Andy Zumer (Park Ridge) p. VII-100